

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY, AT No. 136 NASSAU ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. IX., No. 9.] SATURDAY, FEBRUARY 26, 1853. [WHOLE No. 880, VOL. XXVI.

PUBLISHED BY J. H. SCHULTZ & CO., 136 NASSAU ST.

PRINCIPAL CONTENTS.

Crystal Palace.....	129
Buffalo and Rochester Railroad.....	130
Journal of Railroad Law.....	130
Hartford, Providence and Fishkill Railroad.....	131
Westchester and Philadelphia Railroad.....	131
Ohio and Mississippi Railroad.....	132, 139
New Orleans and Opelousas Railroad.....	132
Akron Branch, Cleveland and Pittsburgh R R.....	134
Nashville and Chattanooga Railroad.....	135
Railway Exhibits.....	136
Stock and Money Market.....	137
Sunbury and Erie Railroad.....	138
Erie and North East Railroad.....	138
Connellsville Railroad.....	138
Toledo, Norwalk and Cleveland Railroad.....	139
Atlantic and St. Lawrence Railroad.....	139
Buffalo and State Line Railroad.....	140
Covington and Lexington Railroad.....	140
Railroad to the Pacific.....	140

presume, has yet been paid in, has already cleared \$6,000! This fact shows the *object* of the scheme, and we presume that all other considerations will yield to this.

As far as these objects are concerned, any advice from us, showing how the gains might be increased, would be superfluous. The managers sufficiently well understand this business. It strikes us as exceedingly unfortunate that they should have taken this turn. We hold that art is higher than money, and that to attempt to make money out of this exhibition, is to prostitute it, to ignoble ends.—The directors should have adopted, and inflexibly adhered to, the purpose of taxing the contributors and the public only to that extent as would have paid expenses; and should anything have been left after they were defrayed, we contend that it should be set apart as a *fund* to reward meritorious contributors, or to alleviate such cases of hardship as are always numerous on such occasions. If *art* makes anything, *art* should profit by it, not persons already sufficiently well off, and whose patronage may be based more upon what *art* will bring, than what it is.

Now we protest against all such things. If, for example, the artists and mechanics of Massachusetts send specimens of their work to this city, we contend that they should be allowed to do this, and that the public should be allowed to visit such works, *at cost*. To attempt to convert this into a money making affair, clearly proves to our mind a total want of appreciation of the ends and objects of true art.

The directors of the exhibition having set the example, others will not be slow to imitate it. The exhibition and everything connected with it, will be looked upon as a fair game for plunder. We understand that a party have obtained permission to take copies of the interior of the "Palace," upon the eve of its opening, for general exhibition, and are preparing to turn their privilege to the following account. Having obtained this right, they say to A. B., "hand over to us \$500 or so, and your contributions shall be properly represented upon the Panorama that we are getting up," A. B. has an article which he wishes to advertise, and he hands over the \$500. B. C. on the contrary, is contemptuous, and his contributions, however well they may show in the "Palace," will be sure to make a sorry appearance on *canvass*. This is the way

things will be done, New York will tax her ingenuity to wring the utmost penny out of the exhibition, and our people are not novices in such business.

We think it unfortunate that the objects of the exhibition should have taken such a turn. We think too, that its managers have committed a great error in not associating with them, some gentlemen favorably known to the country as artists, inventors and mechanics. Such a course would have secured the confidence of the public, not only in the support and co-operation of the above classes, but that the rights of the contributors would also be properly guarded. But as it is, the whole affair has a commercial aspect, which of course cannot fail to inspire, as it has already in many quarters, a great degree of distrust. Even among the principal engineers and architects we discover no American names. What is the reason? Have we no home bred persons capable of filling these places?

Notwithstanding all these objections, we think the exhibition will effect much good. It will undoubtedly collect samples of the best work in every department of industry throughout the country.—To accomplish this, and to place the whole before the public at one time and at a comparatively slight cost, will effect a great deal of good. The getting up of the exhibition is likely to be a *job* throughout. The exhibition itself will be a vast advertising concern. Emulation and rivalry will undoubtedly secure a good display of contributions, but a long purse, friends at Court, and a comfortable degree of modest assurance, will be likely to exert a much greater influence in adjusting the claims of contributors than merit, and we advise parties proposing to furnish articles, to see that their pretensions are well backed by all the conditions above stated; otherwise they will probably get their labor for their pains.

Since the above was written we understand that the company has increased its capital stock to \$3,000,000. This is doing the thing *up brown*. Three millions of dollars! By whom, and for what objects, is this vast sum to be paid? A pretty stiff tax upon art we should think. But \$3,000,000 is not all. To this sum is to be added the profits, which are probably estimated at \$3,000,000 more. This is patronizing the *fine arts* with a vengeance. One of the favorite modes of making money in N.

American Railroad Journal.

Saturday, February 26, 1853.

"The Crystal Palace."

The great exhibition which is usually spoken of under the above title, and which is to be opened early the coming season, is exciting some attention, more without the city, we think, than within; and the probable success of, and the results that are to follow this scheme, are looked forward to with much interest. That it will accomplish much good we have no doubt, but little, however, compared with what might be effected; while at the same time, we presume it will be productive of much injustice, and no little dissatisfaction to parties furnishing articles for exhibition, and to the public. The whole affair will have a *New York* character; that is to say, everything will be made subservient to *money making*. This is to be expected. Its patrons and getters up are men distinguished more for their devotions to the shrine of *mammon*, than the *muses*; excellent men, and good representatives of New York merchants, but who are not wont to engage in enterprises that have not *money* in them. A pretty penny has been secured already, by a *judicious* representation of the immense expected profits of the exhibition, the *stock* has been carried some sixty per cent. above its *par value*; so that a person who a few months ago subscribed \$10,000, only a portion of which, we

Y. is to start some project no matter what, and issue a quantity of stock, the price of which, by puffing and blowing, is carried to a high figure. When this is effected, the company very quietly make further issues of stock, which is partitioned out among its original members. If the *bait* takes well, this new stock is not only cash, but is often cash at a high price, while it cost only the paper that it is written upon. Whether the new issue by the "Crystal Palace" has this object in view, we leave it for our readers to judge.

Buffalo and Rochester Railroad.

Return of the Buffalo and Rochester Railroad to the Legislature.

Capital stock as by charter.....	\$1,825,000
Amount of stock subscribed.....	1,825,000
Amount paid in by last report.....	1,825,000
Total amount now paid in of capital stock.....	1,822,000
Funded debt as by last report.....	169,903
Total amount now of funded debt.....	184,903
Floating debt, as per last report.....	
The amount now of floating debt.....	150,000
Total amount now, of funded and floating debt.....	334,903
Average rate per annum of interest on funded debt.....	6 $\frac{1}{2}$ per cent.

COST OF ROAD AND EQUIPMENT.

	As per last report.	To present time.	
For graduation and masonry.....	\$382,440	\$593,326	
Bridges.....	52,938	61,141	
Superstructure, including iron.....	1,101,445	1,201,106	
Passenger and freight stations, buildings and fixtures.....	46,637	52,822	
Engine and car houses, machine shops, machinery and fixtures.....	19,004	34,723	
Land, land damages and fences.....	423,132	443,140	
Locomotives and fixtures, and snow plows.....	145,407	160,773	
Passenger and baggage cars.....	74,544	84,084	
Freight and other cars...	57,350	73,350	
Engineering and agencies	25,415	32,544	
Total.....	\$2,228,320	\$2,737,114	
Deduct 23 miles sold to Buffalo, N. Y. city R. R. for.....		322,000	
Total balance.....		\$2,415,014	

CHARACTERISTICS OF ROAD.

Length of road.....	76
Length of road laid.....	76
Length of double track, including sidings.....	14
Length of branches owned by the company, laid.....	6
Length of double track laid on same.....	1
Weight of rail per yard on main track.....	62
Number of engine houses and shops.....	6
Engines.....	17
Rated as 6 $\frac{1}{2}$ Passenger cars, 1st class.....	32
wheel cars, $\frac{1}{2}$ Freight cars.....	145

DOINGS OF THE YEAR IN TRANSPORTATION.

Miles run by passenger trains.....	253,892
Miles run by freight trains.....	130,745
Rate of fare per mile charged to passengers; in respective classes.. 1st, \$1 50; 2d, 68c; 3rd.....	57c.
Number of passengers (all classes) carried in cars.....	469,125
Number of miles travelled by passengers or number of passengers carried one mile.....	25,627,086
Number of tons, of 2,000 pounds of freight carried in cars.....	81,364
Total movement of freight, or number of tons carried one mile.....	5,981,865
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	19

NOTE.—Twenty-three miles of the old track of this company, and whose cost is included in the above aggregate of \$2,737,014 29, has been sold and transferred to the Buffalo and New York City railroad company for \$322,000, of which \$3,000 has been paid, and for the balance have given their bonds to the company.

Rate of speed of same when in motion..

Oil and waste for engines and tenders.. \$4,589 \$3,059 \$1,529

Average rate of speed adopted by express trains, including stops.....

Oil and waste for freight cars..... 2,294 1,529 764

Rate of speed of same, when in motion..

Loss and damage of goods and baggage cars..... 2,360 766 1,533

Average rate of speed adopted by freight trains, including stops.....

Damage for injuries to persons..... 1,861 1,241 620

Rate of speed of same, when in motion..

Damage to property, including damages by fire and cattle killed on road..... 1,639 1,089 544

Average weight in tons of passenger trains, exclusive of passengers and baggage.....

General superintendence... 2,499 1,466 833

Average weight in tons of freight trains, exclusive of freight.....

Contingencies... 4,381 2,920 1,460

The amount of freight in tons:

Totals.... \$127,254 \$77,971 \$49,283

EXPENSES OF MAINTAINING ROAD.

ALLOCATED TO.

	Pass. trans- portation.	Freight transpor- tation.
Amount.		
Repairs of road bed and rail-way, except- ing cost of iron..... \$29,087	\$29,391	\$9,675
Repairs of build- ings.... 2,046	1,364	682
Repairs of fences & grates. 1,295	863	431
Taxes on real estate..... 12,080
Total.... \$44,509	\$29,672	\$44,816

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of en- gines and ten- ders..... \$18,240	\$12,160	\$6,080
Repairs of pas- senger and baggage cars. 4,489	4,489	
Repairs of fire's cars..... 7,221	7,221
Repairs of tools and machine- ry in shops. 1,392	928	464
Incidental ex- penses, includ- ing oil, fuel, clerks, watch men, &c., about shops. 1,545	1,030	515
Totals.... \$32,889	\$18,608	\$14,280

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, &c..... \$2,512	\$1,256	\$1,256
Agents and clerks..... 10,041	5,020	5,020
Labor loading and unloading freight..... 8,053	8,053
Porter, watch- men & switch tenders..... 7,166	4,777	2,388
Wood and wa- ter station at- tendance.... 5,554	4,003	1,551
Conductors, baggage and brakeman.... 12,753	9,565	3,188
Enginemen and firemen.... 21,186	14,124	7,062
Fuel, cost and labor prepar- ing.... 38,130	25,420	12,710

Oil and waste for engines and tenders..

Oil and waste for engines and tenders.. \$4,589 \$3,059 \$1,529

Oil and waste for freight cars.....

Oil and waste for freight cars..... 2,294 1,529 764

Oil and waste for passenger and baggage cars.....

Oil and waste for passenger and baggage cars..... 2,294 1,529 764

Loss and damage of goods and baggage cars.....

Loss and damage of goods and baggage cars..... 2,360 766 1,533

Damage for injuries to persons.....

Damage for injuries to persons..... 1,861 1,241 620

Damage to property, including damages by fire and cattle killed on road.....

Damage to property, including damages by fire and cattle killed on road..... 1,639 1,089 544

General super- intendence...

General super- intendence... 2,499 1,466 833

Contingencies...

Contingencies... 4,381 2,920 1,460

Totals....

Totals.... \$127,254 \$77,971 \$49,283

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings :

From passengers..... \$431,357 29

From freight..... 166,098 12

From other sources..... 22,521 23

\$620,976 64

2d. Receipts :

From passengers..... \$431,357 29

From freight..... 166,098 12

Sale of road to Buffalo and New York Railroad Company..... 300,900 00

From other sources, including \$24,000 for sale of bonds and for mails.... 47,409 78

\$674,855 19

3d. Payments other than for construction :

For transportation expenses..... \$204,653 06

For interest..... 10,297 08

For dividends, 10 per cent..... 182,581 55

Journal of Railroad Law.

COLLISION ON THE LONDON AND NORTHWESTERN RAILWAY.

The coroner's jury in this case, have rendered a verdict to the following effect:—"The deceased persons, whose deaths lately occurred on the London and North Western railway, at Oxford, were killed by a collision which occurred between a passenger train and a coal train, on the Bucks' branch of the said railway. The collision took place in consequence of the passenger train being started without orders from the Station Master; and they find a verdict of *manslaughter* against the guard of said passenger train, on whom the responsibility of starting the said train devolved; and they think the engineer worthy of blame for proceeding at a more rapid rate than is safe when such a press of travel occurs upon a road. Under such circumstances a pilot engine is very useful, and the close proximity of the road in question and the Oxford and Rugby line, make it desirable that some signal should be used to show upon which road a train is approaching. There should also be a communication between the guard and engineer."

RAILROAD LEGISLATION IN NEW HAMPSHIRE.

The law imposed at the November session of the New Hampshire legislature, provided—

Ist. That rates of fare and freight shall be posted up in depots, and not increased without thirty days previous notice to be posted up in like manner.

No person shall be exempted from paying fare, except stockholders going to or returning from meetings of said road;—the officers of the company and of connected roads; mail and express agents,

and poor persons to whom passes have been granted. This does not prohibit the sale of season tickets, the transportation of passengers on public occasions, or the running of special trains at rates established for such occasions.

3d. In case of refusal to pay fare, the conductor may use necessary force to eject a refusing party from a train, and shall have the same power to command assistance in removing such persons as sheriffs by law have when serving process, and under the same penalties in case of refusal. Violation of the provisions of this act in regard to the sale of tickets and the collection of fares shall be liable to a fine of not less than one nor more than ten dollars.

FARM CROSSINGS.

The 12th volume of Barbour's Reports, of the Supreme Court of New York, which has just been published, contains a case worthy of notice, relative to the obligations of railroad companies in regard to farm crossings. This case is that of *Wheeler vs The Rochester and Syracuse Railroad Company*.

The defendants procured an appraisal of the lands of the plaintiff taken by them for their railroads. At the time of the appraisal no location of the farm crossing was indicated on the profile drawing laid before the Commissioners,—and there had been no agreement in reference to it, or any location of it,—except that the plaintiff, before the Commissioners and in the presence of the agents of the defendants, pointed out where he wished the crossing to be made, to which the latter made no objection. The appraisal was made, and the sum awarded was paid. The defendants proceeded to construct their road through the plaintiff's premises, by raising a high embankment, locating the crossing at a different point from that indicated by plaintiff, and where it would be highly inconvenient for him. They refused to locate at the indicated place, which would, much better than the one selected, have suited the purposes of plaintiff.

The defendants urged in defence that to be compelled to make a crossing where the plaintiff had indicated, would be to incur a very onerous duty, as it would be necessary to make an underground passage through hewn stone. But it was answered that they should have estimated the cost of constructing their road before locating their route. The defendant's suggested that a *farm crossing*, means properly only a passage *above* ground. Consequently, if the company were unable to furnish such a passage at the place designated by the plaintiff, they were at liberty to deviate from the directions given, and to make a crossing at any other suitable place. But the Court were of opinion that a *farm crossing* may be either over the road or under the road.

The application of plaintiff was also opposed, on the ground that the commissioners had passed upon it, in originally appraising the plaintiff's damages, occasioned by the laying out of the road. But the court held, that no such matter as the damages now in question, could have legitimately been submitted to the commissioners.

In fine, the court held that it was a proper case for an injunction, to restrain defendants from proceeding with the construction of their road through plaintiff's land, until they should either provide a convenient and suitable crossing, according to the plaintiff's choice, or make compensation to him, by agreement or appraisal, for the unsuitableness of the crossing provided.

LAND UNDER WATER

In *Gould vs. The Hudson River Railroad Company*, reported in the volume of Barbour above mentioned, it was held that the Hudson river, being a navigable stream, in which the tide ebbs and flows, the land upon its banks, below ordinary high water mark, belongs to the People in their sovereign capacity; and that, consequently, the legislature did not transcend their legitimate sphere, in conveying the same to the railroad company.

COMPLETING ROADS.

The Queen's Bench in England have decided that a company, who had been authorized to construct a line of railroad, which they abandoned before completing it, could, upon the application of landowners interested therein, be compelled to proceed and finish the work, in conformity with the charter, although, in terms, this only authorized the construction in question. A mandamus was accordingly issued.

Hartford, Providence and Fishkill R. R.

The work on this road, favored by the mild winter, has gone on fully up to the calculations of the directors and contractors. We said some time ago that the very favorable contract for iron made by the company would sell for \$75,000 profit. Since then, so rapid has been the advance in iron, that the contract could not be made to-day at less than \$50,000 advance upon the price agreed. So numerous are the railroad projects demanding iron that there seems no probability of a reduction in the price. The contracts are for the completion of the road from Providence to Waterbury, on the Naugatuck, by the 1st of October.—*Providence Journal.*

Pennsylvania

Westchester and Philadelphia Railroad.—The report of the President of this company, J. Rutter, Esq., states that the completion of the road had been let out by contract, with the exception of furnishing the cross ties and iron, for \$585,000, one section to be completed by the 1st of May next and the other by the 1st of January next. That subsequently charges had been made—decreasing grades and straightening curves and adding to the cost of construction about \$16,000. Ten and two tenths miles of the road have been graded, and if the present season should prove favorable, it is believed the line will be completed within the contract time.— The land damages have been satisfactorily arranged mostly by amicable adjustment, only six cases of importance remain unadjusted. The amount already liquidated is \$48,263 25, \$9,375 of which has been paid in the stock of the company at par. It is estimated that the entire sum to be paid on this account will be about \$60,000. In this is included the sums to be paid for depot grounds. The managers have recently contracted for 27,000 cross ties at 36 cents per tie, $\frac{1}{4}$ of the price to be taken in stock of the company at par.

The whole amount received from stockholders since 1st January, 1852, is \$198,888 81. The estimates of work amount to \$179,686 83, of which 60 per cent has been paid in cash, 19 per cent in stock at par, and 15 per cent. retained according to the terms of the contract. During the year \$60,300 of stock has been subscribed—including that issued on the settlement of land damages and for the purchase of cross ties.

A careful estimate of the business likely to be accommodated by the road has been made. This is based on a personal examination made by a committee appointed for the purpose. This estimate is for 313 days in each year:

16,305 tons of freight from 36 mills in Delaware county at 6 cents per mile per ton.....	\$14,674
160 passengers averaging 15 miles at 2½ cents.....	37,560
30 passengers averaging 10 miles at 2½ cents.....	4,695
6,000 tons coal, plaster, etc., 15 miles at 90 cents.....	5,400
2,500 tons lumber, \$1.....	2,500
1,250 tons to 25 stores in Delaware county at \$1 per ton.....	1,250
Market produce.....	1,956
30,000 feet of lumber to manufacturers.....	30,000

Total from Delaware county except dairy produce.....	\$68,335
Passenger receipts from Westchester.....	17,044
Freight " " ".....	17,044
Business from 4 townships in Westchester county	6,000

Total \$108,423

The line of the road is 26 miles in length, leaving Westchester its western terminus it passes West Town Boarding School, a flourishing Institution, established 40 years ago by the Friends yearly Meeting, and through the flourishing manufacturing villages of Lenni, Pennsgrove, Rockdale, Crozerville, Media and Kellyville, to Philadelphia. The opportunity afforded to new transacting business in that city to enjoy the comforts and luxuries of a country home by means of the railroad is considered one of its principal advantages.

The subject of a system of commutations is treated at considerable length in the report of T. E. Sickles, Esq., the Chtel Engineer. The following table exhibits the commutation business of several railroads with one exception all radiating from Boston.

The influence of railroad communication on the

population, and still more on the wealth of the small towns in the neighborhood of Boston, is seen in the next statement:

Name of District.	No. of commu-nation pas-sengers, 1840.	1850. Increase per cent.	1840.	1850. Increase per cent.	Assessed valuation.
Brookline.....	300	1123	2353	109	\$743,863
Brighton.....	75	1405	2253	60	\$2,382,000
Dedham.....	150	3157	4379	39	1,218,518
Leverington.....	156	1559	1920	18	561,549
Malden.....	204	3027	5017	66	586,136
Medford.....	228	2275	4381	1,461,436	100
Newton.....	600	3027	5017	897,255	3,783,083
Waltham.....	116	2,933	4,483	73	324
Woburn.....	100	2,931	3,788	30	1,069,171
	127	987,388	2,241,144	127	2,973,750

It appears that there are no less than 4,560 commutation passengers who transact business in Boston and reside along the lines of railroad being 1-30 of the population of that city, it is deemed that an equal ratio of the citizens of Philadelphia would avail themselves of similar facilities for the enjoyment of health and comfort in a country residence. A large share of this business would devolve on the Philadelphia and Westchester road as is apparent from the beauty, fertility and salubrity of the country it traverses.

Ohio and Mississippi Railroad.

There is good reason for believing that so much of this road as lies within our own State will be completed at the earliest day heretofore named.—The entire road, it will be remembered, was let to Messrs. Seymour & Co. of New York, who afterwards sub-let to Messrs. Sanger, Camp & Co. that portion lying between Illinois and Vincennes. These contracts were made before the late advance in iron had occurred, and this latter event had given rise, in some quarters, to the expectation that the parties making them would be compelled to abandon them. Quite recently we learned that Messrs. Sanger, Camp & Co. would hold on to their contract, but that they would insist upon the extreme limit of time (five years) which it allowed, instead of completing the work in three years, as they originally designed doing. This matter having come before the board of directors, they have agreed to pay a bonus of \$354,000 to the contractors, conditioned that the road shall be completed within three years—the only reservation being that floods or epidemic sickness among the hands, shall not prevent them.

By the terms on which the city of St. Louis became a stockholder in this road, in the sum of half a million of dollars, it is necessary that the above action shall receive the sanction of the Common Council before being absolutely binding. The board of delegates have already affirmed it, and at our last dates from St. Louis, the subject was pending before the board of Aldermen with fair prospect of meeting their approval also.

Some three weeks ago, there were about two thousand laborers engaged upon this road between St. Louis and Salem; and we were informed that forty miles of the road between those points would

be ready for the superstructure early in February next.

This is the first case we have knowledge of in which an amicable arrangement has been made between a railroad company and its contractors relative to the advanced price of iron. The directors have certainly acted in a liberal and handsome manner, but not more so than the advantages to be gained by having the use of the road two years earlier than they otherwise would, seem fully to justify.—*Chicago Daily Press.*

New Orleans, Opelousas and Great Western Railroad.

We have before us the first annual report of this company, under date of January 24, 1853. It is an interesting document, not only in showing the purposes and condition of the company, but the influence which the sentiment in favor of this and similar works, has exerted upon the legislation and policy of the state. Below we copy such portions of the report as have an especial interest to the public.

The New Orleans and Opelousas and Great Western Railroad Company, says the report, was chartered in April, 1852, with a capital of three millions of dollars, for the purpose, as expressed in its charter, "of constructing a railroad from Algiers to the opposite bank of the Mississippi river from New Orleans, westward near Thibodeaux, across Berwick's bay to Washington, in the parish of St. Landry; thence to a point on the Sabine river, most favorable for the purpose of constructing said road through the state of Texas, to El Paso on the Rio Grande, and thence to the Pacific ocean. The road to be made on such a scale, as to serve for the main trunk of railway between New Orleans and the Pacific states.

The amount of capital was fixed with reference to the probable cost of the road through this state to its western boundary, to be increased subsequently, as the extension of the road beyond that limit, or other contingencies might demand.

This enterprise, the first in magnitude and important results to this city and state, for more than twelve months under the auspices of organized committees of its early friends, had been posted and promoted. Through their efforts, money was obtained from the respective municipalities of New Orleans, from several of the parishes along the proposed route, and from public-spirited citizens, adequate to defray the expenses of preliminary surveys, required to determine the practicability of the proposed route from this terminus to Berwick's bay, and for other contingencies.

The explorations and surveys thus obtained, proved the entire feasibility of the project, and inspired such a degree of public confidence in it, that upon the formation of the company, and the opening of the stock books, early in April last, an amount of stock was taken, more than double that required by the charter as a preliminary to the election of directors.

A new epoch had evidently come in the history of this state. It could no longer be disguised that this city and state were laggards in the march of improvement, compared with their neighbors.

While the city, relying in fancied security upon the advantages of her commanding natural position, was daily losing her commerce and trade, through the energy of her more enterprising rivals, the great agricultural districts of the state, measurably isolated, remained ingloriously content with the precarious, difficult and hazardous means of travel and transportation, afforded by a long and intricate interior navigation. Both interests, at length, were awake to the imperious necessity for prompt and energetic action.

The two great trunk roads, the western and the northern, had attached to their respective standard men of devoted zeal and untiring energy, who, by their characters and efforts, inspired confidence at home and abroad, in the successful accomplishment of the enterprises to which they had zealously devoted themselves for the public good.

The convention of the friends of the northern road in May, and of the western road in June, 1851, and the great southwestern convention, in January, 1852, composed of delegates from all

the southwestern states,—men, distinguished for ability and usefulness at home, gave irresistible impulse to the popular feeling in favor of these and similar works.

The legislature at their session, immediately succeeding, reflecting the opinions, and in compliance with the well understood wishes of the people, made all the legislation in favor, and for the promotion of such enterprises, allowable under the then existing constitution. By enacting laws for the organization of corporations for works of public improvement and utility—for the expropriation of lands for railroads and like works—for the subscriptions by the parishes and municipal corporations of the state to the stock of companies undertaking works of improvement—for the payment and disposal of stock so subscribed; and, lastly, for taking the sense of the people on the expediency of calling a convention to change the organic law, so as to permit the state to adopt for the future a less restrictive policy, in regard to works of general utility and advantage.

This latter proposition was submitted to the vote of the qualified electors of the state, and decided affirmatively. Delegates were elected, the convention met and formed the present constitution of 1852, which has since been ratified by a large vote.

The Constitution of 1845, denied to the Legislature the power to pledge the faith of the State for the payment of any contracts or obligations for the benefit of any person, corporation or body politic, limited the amount of debt to be contracted by the State to \$100,000—except in cases of war, invasion or insurrection, unless in the enactment creating the debt, the ways and means by taxation for its payment are also provided, and not then, until the next Legislature returned by a general election should have re-enacted it—and exhibited the State from subscribing to the stock of any corporation or joint stock company, and from the creation of corporation by special laws, except for political or municipal purposes, and limited the tenure of all corporations constituted under general laws (except those enumerated in the preceding exception) to twenty-five years.

Those restrictions, bearing upon enterprises of this description—for we have only reference to them—were subjected to radical changes by the present Constitution. Among the recognized powers of the Legislature by that instrument is that of granting the aid of the State, exclusively to works of internal improvement to the extent of one-fifth of the capital of Associations organized for such purposes, by subscriptions of stock; loan of money, or public bonds; under the limitations that the grant of such aid by the State shall only be available in the proportion of the capital actually paid in by the stockholders; and in case of loan, adequate security to be given—and that the amount of such liability shall never at any one time exceed the sum of eight millions of dollars.

This series of popular movements and legislative action is referred to as indicating, in the judgment of the Board, a settled policy in reference to this great modern system of railway communication; and it is hoped and believed, not only by this Board, but by other and higher interests to be benefited and developed by it, composed of almost the entire portion of western Louisiana that the approaching Legislature, to whom the important duty of carrying out the provisions of the constitution are allotted, will foster and sustain the efforts of the people towards the accomplishment of these valuable lines of road, projected and in course of construction.

The popular estimate of the importance and value of this road to New Orleans, and to the rich and productive portion of the State, to be traversed by it, is clearly shown by the character and amount of subscriptions to its capital stock. The private subscriptions thus far amounted to seven hundred and fifty-nine thousand, eight hundred and thirty-five dollars; and, under the act of the legislature already referred to for subscriptions by corporations and parishes, (a copy of which is appended to this report,) the city of New Orleans, through its municipal authorities, subscribed sixty thousand shares, amounting to one million five hundred thousand dollars, to meet which, payable in six equal annual instalments, commencing on the third

Monday of June next, a tax of two per cent. was levied on all its landed estates, one third of one per cent. annually.

The following are the amounts of tax subscriptions made to the road by the several parishes along its line:

Parish of New Orleans, (right bank)....	\$75,000
" St. Mary	156,600
" St. Martin	103,775
" La Fayette.....	33,400
" St. Landry	105,625
" Natchitoches.....	250,000

These several tax stock subscriptions, amounting in the aggregate to the sum of two millions, two hundred and thirty-four thousand four hundred dollars, were submitted, according to law, to the vote of the qualified electors in those diff-rent localities, and by them were approved and ratified, generally by large and commanding majorities.

This tax subscription is secured by a landed property of nearly one hundred millions of dollars, as estimated for the ordinary purposes of state and parish taxation. Such a system of raising stock on voluntary assessments of landed property, possesses at once the attributes of equality and uniformity.

It is subscribed by the representatives of the people, and is sanctioned and ratified by the taxpayers themselves, who are to be the beneficiaries of such improvements, and entitled as stockholders to their proportion of the eventual dividend that may be declared.

An entire line of road, thus traversing an extent of country, whose inhabitants are, in right of their stock, joint proprietors, must rest, for its success and fortune, upon influences superior and more reliable than any other safeguard or guarantee that can be thrown around it.

The total amount of subscriptions, tax and private, is thus \$2,984,235.

In addition, the company have prospectively the tax subscription of De Soto parish, recently voted of \$100,000, with its private subscription of \$53,325, and the offer of an increase by its citizens to the sum, of \$200,000, on condition that the road be located through the parish. The western portion of the parish of Avoyelles tenders \$74,000, on condition that the road run through their territory, a distance of about 7 miles, along the valley of the Bayou Boeuf.

On the private subscriptions, in addition to the 5 per cent. payable at the time of making the subscription, three calls of 10 per cent. each have already been made. From these sources, the sum of \$140,361.88 have been collected.

Two lots of land have been purchased at eligible points opposite the city of New Orleans, for depots.

The upper tract adjoining Gretna has a front on the river of four arpents, by the ordinary depth of forty arpents, equal to one hundred and sixty superficial arpents.

The lower one, or terminus of the road, fronts on the river three hundred and seventy-five feet, by a depth of twenty-four arpents, between parallel lines; superficies, forty-eight arpents, with streets of fifty feet each on its upper and lower lines, to the extent of its depth.

This property has a large and increasing batture with two wharves and a bulkhead, ample for all the purposes of the company. Those grounds were purchased at a cost of sixty thousand dollars, and have a form and superficies adapted to, and ample for, all the future purposes of the company.

In the latter part of July last surveys were commenced, under the direction of Jas. G. Gibbs, Esq. as chief engineer. Four hundred miles of levels have been run, and in a few days, the entire route to two points on the Sabine boundary, between Louisiana and Texas, will have been completed. The right of way for the entire distance from New Orleans to Washington, with few exceptions, (and

those in the case of successions, where the authority of executors, &c., was doubtful,) has been cheerfully conceded.

The first division of the road, 82 miles to Berwick's Bay, has been located; and the location of the second, to Washington, 96 miles, will be completed and ready for contract on the 1st of March next. On the first division, the clearing and grading of the first fifty-five miles is under contract, twenty miles of which is ready for the superstructure, and the remainder is in progress.

The following statement shows the present financial condition of the company:

Receipts on account of capital stock.....	\$140,361
Disbursements	64,156

Balance on hand..... \$76,205

Prospective means for current year.	
Due on instalments called for to date of report.....	\$125,580
Instalments on tax stock, payable in or before June, by the city of New Orleans and six parishes.....	395,188
Balance on hand.....	76,205
20 per cent. assessed at meeting of stockholders: 10 per cent. 1st April, and 10 per cent. 1st October—say.....	140,000

..... \$736,971

The fifth of capital paid, if allowed by the state, will give—say.....	160,000
The contracts for grading, superstructure, iron, locomotives, etc., not yet completed, amount to	555,000

Contracts have been made for locomotives and cars, and for 4,000 tons of iron, at \$55 per ton, with the required quantity of spikes, chains and wood, for the superstructure; and the belief is entertained, that the entire line to Berwick's bay will be completed and in operation within 12 months, and in time to bring out the crops of Lafourche and the Teche.

The line of road to Washington has only a deflection of 9 per cent. from a straight line, and this curvature was rendered unavoidable, from the extent of sea marsh which lay on the more direct route. The trunk line traverses and develops, in the state of Louisiana, 12,000,000 of acres, the larger portion of which is unpeopled and untilled.

It passes through nearly three degrees of latitude, and over four distinct geographical formations. The first is the Delta proper of the Mississippi river, a distance of eighty-one miles to Berwick's bay. It is exclusively a sugar-growing region, producing, in 1851, a crop of fifty-eight thousand five hundred and eighty-four hogheads of sugar, and four million two hundred thousand gallons of molasses.

The second district, beginning on the western shore of Berwick's bay, which may be regarded as an estuary of the gulf, is the commencement of that belt of prairie, which skirts the gulf coast westwardly to the Rio Grande, and ranging from ten to thirty miles in width.

The parishes within which it is embraced, and through which the road runs to Washington, in the parish of St. Landry, produce both cotton and sugar, and annually export to this city about forty thousand head of cattle. Their crop of sugar, in 1851, was forty thousand hogheads, two million eight hundred thousand gallons of molasses.

The third division, from Washington to the point of intersection with the valley of the Red river, embraces the entire alluvium to the village of Natchitoches—a section of country unsurpassed for its adaptation to the production of both sugar and cotton.

The crops of sugar of Avoyelles and Rapides in 1851, which had but recently and partially entered into its culture, was thirteen thousand five hundred hogheads of sugar, and nine hundred and fifty thousand gallons of molasses. The cotton crop of the same parishes and of Natchitoches, may be estimated at fifty thousand bales.

The fourth division embraces the table lands between the Red river and Sabine, and is composed of the parishes of Sabine, De Soto and Caddo, the crops of which may be set down at forty thousand bales of cotton. By a comparison of the crop of sugar and molasses of 1851, produced in the parishes traversed by this road, amounting to one hundred and twelve thousand and eighty-four hogheads, and seven million one hundred and twelve thousand nine hundred and fifty gallons of molasses, with that made in the balance of the state, it will be perceived that the difference in favor of the latter is but small—although that culture has been but partially gone into in the parishes of St. Martin, Vermilion, La Fayette, St. Landry, Avoyelles, and Rapides, whose capacity for increased production is immense.

The line of road running westwardly along the parallel of 32°, traverses the most fertile portion of the state of Texas, adapted for the production of both cotton and grain, and offering no obstacles to the construction of a road. The distance across this state to the Rio Grande, allowing for probable deflections, is estimated at 700 miles; and thence to San Diego, 693 miles, making the entire distance from New Orleans to the Pacific 1747 miles.

Col. Graham, of the Topographical Engineers, in his report to that bureau, says:

In crossing the Sierra Madre, no difficulties are presented. It is done by a rise so gradual, that were we not admonished by the fall of the mercury in the barometer, we would be unconscious of its elevation from five to six thousand feet above the level of the sea. The climate along the whole belt of country traversed, is particularly favorable to such enterprise. It is open all the year round. There are no frosts, to upheave the foundations of such a road, and disadjust its superstructure; no deep snows remaining for months, to obstruct a passage.

The charter of the road permits the construction of a branch through the northwestern parishes of Louisiana, to the state line of Arkansas. To retain the ebbing tide of the commerce of the Mississippi valley, requires extraordinary efforts on the part of New Orleans. The Mississippi Valley Railroad, connecting New Orleans with St. Louis and Minnesota, has become a necessity as manifest as that of any of the great thoroughfares now finished. The line from New Orleans to Alexandria, would be in the track of the great western trunk, and for some years would use the track now commenced.

The construction of the road to that point is very easy, without grades, and with the exception of the Lafourche and Berwick's bay, comparatively without bridges.

From Alexandria northward, the line must diverge. The topography of the country, as well as population and productions, point out the route up the valley of the Ouachita, as the most direct and preferable within the state of Louisiana. The census returns of 1850 will show the superior claims of this route.

It would traverse the parishes of Rapides, Winn, Caldwell, Ouachita, and Morehouse, securing the entire contributions of Jackson and Union, and a large portion of that of Catahoula, Franklin and Claiborne.

Parishes.	Population.	Cotton.	Corn.
Rapides.....	16,561	22,172	536,182
¶ Catahoula.....	7,131	2,784	31,450
Caldwell.....	2,815	2,537	56,590
¶ Franklin.....	1,625	1,553	35,965
Jackson.....	5,556	2,465	136,066
Ouachita.....	5,008	7,776	135,005
Union.....	13,700	5,760	174,650
Morehouse.....	3,913	4,764	128,830
¶ Claiborne.....	3,175	2,250	100,000
	59,494	52,012	1,335,133

By the construction of this branch from Alexandria to the southern boundary of Arkansas, a distance of one hundred and twenty miles, where it will be met by the line of road from St. Louis and

the north, you will have extended to almost the entire interior of Louisiana west of the Mississippi, the advantages of railway communication with their market. Already has the state of Missouri projected and commenced south, to the Iron mountain, a distance of about forty miles, and north from St. Charles to her northern boundary, a distance of two hundred and thirty miles, a line of road which, when connected and extended, will form an important part of that magnificent national project of opening and establishing commercial and social intercourse, between the inhabitants of the extreme northern and southern states and territories of this great confederacy.

Missouri, though, like Louisiana, late in commencing her railroads, is yet in advance of us in the great Mississippi Valley road. Their travel and their trade, belonging naturally to our seaport, we can, by an early and energetic movement, seconded as we are by that state and Arkansas, permanently command and secure that vast territory, with its varied and incalculable productions.

When we reach from the Gulf of Mexico to Minnesota, uniting these now distant extremes of the great west with iron bands that will then link us together, we shall bring the productions and luxuries of 18 degrees of latitude within forty hours of each other, rendering climate homogeneous, and giving increased impulse to the success of longitudinal railroads.

This branch of our road, from the northern boundary of Louisiana, through the states of Arkansas, Missouri, Iowa, and Minnesota, which unquestionably possess the energy and means to accomplish their portion of the works, irrespective of other considerations, is socially and politically national in its character, and eminently calculated to harmonise all sectional prejudices, and, it may be, to unite in favor of the great southern route to the Pacific, all antagonistic and conflicting interests."

Flour and Wheat from Western States.

The following statement shows the whole amount (reduced to barrels) of flour and wheat delivered at tide water, from the Erie Canal, in each of the last eighteen years—distinguishing between the product of this State and the product of Western States:

From Western States.	From this State.	Total	bbls. arr.
1835.....	283,571	899,106	1,182,677
1836.....	347,254	802,580	1,149,834
1837.....	318,642	753,075	1,071,717
1838.....	625,490	598,855	1,224,335
1839.....	762,560	384,523	1,147,083
1840.....	1,135,951	1,116,778	2,252,729
1841.....	1,359,677	492,834	1,852,511
1842.....	1,941,084	582,691	1,823,725
1843.....	1,700,767	588,008	2,288,775
1844.....	1,871,942	684,397	2,556,339
1845.....	1,658,208	1,290,051	2,948,259
1846.....	3,020,626	837,540	3,858,160
1847.....	4,470,013	601,072	5,071,085
1848.....	3,340,630	630,466	3,971,096
1849.....	3,416,696	580,188	3,996,884
1850.....	3,468,409	779,976	4,248,385
1851.....	3,905,409	304,731	4,210,140
1852.....	4,837,893	468,408	5,306,301

The toll on a barrel of flour from Buffalo to Albany, was 35 cents from 1835 to 1845; 31 cents from 1846 to 1850 inclusive, and 23 cents for 1851 and 1852.

As the productive power of the "west" is unlimited, the third column must, of course, be considered as indicating the demand for flour at tide water. It is interesting to see how much of this demand has been met by our own State, and how much by western States. Sixteen years ago, this State supplied twice as much as the western States. While the surplus production of this State since that time is rather diminished with the increased demand at tide water, the western States delivered at tide water last year ten times as much as this State.

The important fact in the statement is this:—That the increased delivery of flour and wheat, last year, at tide water, is more than 1,000,000 of barrels, or 25 per cent. over the preceding year, more than nine-tenths of which increased delivery was from western States—a larger increase in one

year than ever before, except in 1846 and in 1847, the year of the famine in Ireland.

Flour and wheat pay about \$1,000,000 in tolls or about one half of the \$2,000,000 tolls on produce going to market. Merchandise going from tide-water, pays about \$1,000,000—making up the \$3,118,000, which were the tolls of the last year of navigation.

As the interior population of the State increases, there is, of course a larger demand for interior consumption, but with a demand at the sea board for ten times the amount delivered in the last year from the product of this State, there can be little question that the delivery from the State could be trebled or quadrupled, but for the competition of the cheap and fertile lands of the west, which can answer a demand through our canals at so much less cost than our own more expensive lands.

In connection with the fact of the increase of 25 per cent. in the last year in the barrels of the great staples of flour and wheat from western states, is the fact that all other grains and agricultural products follow these leading articles, and contribute to swell the volume of increase.

Ohio.

Akron Branch, Cleveland and Pittsburgh Railroad Company.—The annual meeting of this company was held in Akron on the 12th of January, 1853. From the report of the President and Directors we gather the present condition of the road. On the 5th of July last the road was opened to Akron, and this portion of the line is now in fine order. The grading and masonry from Akron to Millersburg is now under contract and in progress, to be completed to Clinton by the 15th of April next, and to Millersburg by the 1st of August following. Cross-ties for the entire track have been contracted for, and the iron for the portion from Akron to Orville was purchased before the advance. The line between Millersburg and Zanesville has been surveyed and found to involve but a moderate expense for construction.

Suitable passenger and freight station buildings have been provided, and repair shops, and car and engine houses are in progress.

The rolling stock consists of three 1st class locomotives, two passenger cars, five baggage and house freight cars, eight platform and thirty-two gravel cars.

The total expenditure up to 31st Dec. 1852 has been \$408,457 32.

This has been derived from the following sources:

Stock.....	\$261,224 35
Bonds.....	128,197 61
Road receipts, bills payable, &c.....	19,035 36

Total.....\$408,457 32

The whole receipts from the road to December 31st, inclusive, were for

Passenger business.....	12,760 00
Freight and Mails.....	3,097 77

Total gross receipts.....	\$15,858 27
From which deduct expenses.....	5,240 06

And we have as nett earnings.....\$10,618 21

Out of this amount the directors have ordered to be paid in stock a dividend of five per cent. upon \$187,750, the amount of full paid stock applicable to the portion of the road from Hudson to Akron.

There have been carried over the road 36,404 passengers, without accident causing injury to the person of any one.

The average receipt from each passenger is 35 cents; which is two and one-half cents from each per mile; the whole length of road in operation being fourteen miles.

The local passenger business on the extended line is not relied on so confidently as that to be ob-

tained from the connections with the Ohio and Pennsylvania, the Steubenville and Indianapolis, the Ohio Central and the Cincinnati, Wilmington and Zanesville roads.

The local passenger business north of Millersburgh is estimated at.....	\$90,000
Freight from agricultural products.....	160,800
Freight from coal at 400 tons per day.....	60,000
Freight from merchandise.....	23,512
	334,312
Forty per cent. for expenses.....	133,724

The total estimated earnings for the road north of Millersburgh.....\$200,588

When the road shall have been extended from Millersburgh to Zanesville, connecting it with the Steubenville and Indiana, the Ohio Central, and the Cincinnati, Wilmington and Zanesville railroads, and opening a communication by the most favorable route between the Northern thoroughfares to the Atlantic cities as well as to our Northeastern territory on the one hand, and a large portion of the State, embracing some of its richest agricultural and mineral lands, with a present population of 420,320 on the other, the additional amount of freight and travel can not reasonably be supposed to fall below the proportionate increase of distance and of cost.

The estimates of the several divisions of the line and the characteristics of the road are presented in detail in the report of the Chief Engineer, Wm. H. Grant, Esq. The most favorable line from Akron crosses the Ohio Canal about three miles southwest of that place, following the line of the Canal to the village of Clinton. From this point it pursues a westerly direction crossing the Chippewa and the gorge of Red Run, the latter at an elevation of 55 feet, and approaching Bristol it encounters a deep cut of 45 feet in extreme depth, and 2,700 feet in length. Passing Bristol about a mile south the road crosses the summit of the main ridge and proceeds south along the alluvial ground at the source of the Little Chippewa and Newman's Creek crossing the Ohio and Pennsylvania railroad at Orrville, 23 miles from Akron. After passing the head waters of Sugar Creek and Apple Creek it follows Salt Creek past Fredericksburg and Lafayette, and from the latter place it pursues the Killbuck valley and bottom lands to Millersburgh, a distance of 47½ miles from Akron. All the work is comparatively light except the deep cut at Bristol and the crossing of Red Run. In order to lighten the work at the latter, the construction of a trestle bridge of 2,300 feet long and 25 feet high, which can be erected several months sooner than the entire embankment could be made, is rendered necessary.

The shortest radius used is 1,910 feet, the other radii vary from half to three-fourths and one mile in length. Reverse curves not separated by an intervening straight line have been avoided. The maximum grade in the direction of the heavy traffic from south to north is 40 feet to the mile.

The bridges consist of one of 50 feet span across the Ohio Canal. One of two spans of 48 feet across Wolf Creek, one of 48 feet across a high water channel of the Chippewa, one of three spans of 48 feet across the main stream, and three bridges of 60 feet span across Salt Creek. All the above consist of a well braced truss of timber cased in and protected from the weather.

A stone viaduct of two arches of twenty-five feet span crosses Apple Creek near Edinburgh.

Excellent materials for ballasting is found along the line of the road. The superstructure consists

of white oak ties 8 $\frac{1}{2}$ feet long, six by 8 inches placed two feet apart and surmounted by a L rail of 58 pounds to the yard.

The continuation of the line from Millersburg to Zanesville follows the continuous bottom lands of the Killbuck and Muskingum. Along the former valley for about twenty miles, a distance of five bridges of about 110 feet span will be necessary, and a tunnel of 1,000 feet in length. The crossing of the Walhonding will require a bridge of two spans of 115 feet each, and one over the Walhonding Canal of about 60 feet span. From this point it will follow for some distance the Canal as far as Roscoe. And hence as far as Zanesville it pursues in the main the bottom lands of the Muskingum valley. Near Dresden the line crosses Wakatomaka Creek by a bridge of 100 feet span, and in that place the Dresden branch of the Ohio Canal is crossed by a bridge of 50 feet span. The highest grades will not exceed 30 feet per mile, and these for short distances only. A large portion of the line will be straight and the curves with few exceptions, of large radius.

The following is the general estimate of the cost.

Right of way, including depot and station grounds, land, damages and fencing.....	\$130,800
Grading, bridging and masonry, including ballasting of track, (114 $\frac{1}{4}$ miles).....	\$876,800
Contingencies and engineering..	78,000
	—
Superstructure, including 10 per cent. for sidings.....	944,711
Depot and station buildings, and machinery for repairs.....	115,842
Equipment, (rolling stock).....	300,000
	—
Total amount, say.....	\$2,500,000

The following are the officers of the company for the year 1853.

President—Simon Perkins.

Directors—Simon Perkins, M. W. Henry, J. W. McMillen, of Akron; H. A. Miller, of Cuyahoga Falls; James Butler, Henry N. Day, of Hudson; J. Cary, of Millersburg; H. N. Day, Secretary; J. W. McMillen, Treasurer; James Butler, General Superintendent; W. H. Grant, Chief Engineer.

Nashville and Chattanooga Railroad.

FIFTH ANNUAL REPORT

The directors of the company take pleasure in making this, their fifth report, in conformance to the charter, showing the progress of the work and the state of affairs of the company.

The stockholders, at the last meeting, authorized the issuing of three hundred and fifty thousand dollars of Company's bonds at thirty years, and requested the guarantee and endorsement of the State. The consent of the Legislature was obtained and authority given to endorse these bonds, and 175,000 dollars of them have been disposed of at 1050 dollars for each thousand dollars; thirty dollars on each bond of 1000 dollars of this fifty dollars was premium, and twenty was interest that had accrued on the coupons up to the time of the sale of the bonds. The State required before they endorsed 175,000 dollars of these bonds, that twenty five miles of the road, in addition to the eight already mortgaged, should be finished and mortgaged, and that when twenty-five miles more was finished and mortgaged the Governor should endorse and guarantee 175,000 dollars more of bonds.

The company have finished and mortgaged the first twenty-five miles and received and sold the bonds, as above stated, and will have finished the next twenty-five miles, entitling them to the State's endorsement and guaranty upon one hundred and seventy-five thousand dollars more, by the first of February next or soon afterwards, depending upon the weather.

With this addition to the company's means, the sum total with which to finish the road and equip it, is made up as follows, viz: Stock taken by individuals..... \$13,814 00

Stock taken by city of Charleston.....	500,000 00
Stock taken by Georgia railroad and B. company.....	250,000 00
Stock taken by city of Murfreesboro'.....	30,000 00
Stock taken by city of Nashville.....	500,000 00

This company's 30 year bonds, endorsed and guaranteed by the State of Tennessee, already sold.....	675,000 00
Yet to be sold.....	175,000 00

—

850,000 00

Total..... \$2,943,814 00

Balance to complete freight houses, water tanks, wood sheds and interest on bonds amounting in all to one hundred and thirty-six thousand dollars, which it is thought is as much as can be easily realized within the next six months from the 229,128 and 38,100 dollars, made up as it is, mostly of the odds and ends of the whole aggregate of the company's transactions for four years.

This, it is thought by your directors, presents a most favorable state of affairs at the closing of the construction and equipage of so important an enterprise.

The outfit of the company, it is thought, will, at the completion of the road, say at the end of six months, consist of 15 good locomotives, 210 cars of all kinds—passenger, baggage, box, open, gravel and repairing cars—good brick freight and passenger houses at all the principal stations except Chattanooga—say twelve freight and passenger houses, all good brick buildings—a passenger house at Nashville, 300 by 60 feet; an engine house, holding seventeen engines; with wood sheds and seventeen stations, and water tanks enough to supply the utmost demands of the business of the road as far as built.

The depot grounds, building and outfit, here estimated, is more than the original estimate, made by Mr. Thompson, and the iron is from 5 to 25 tons a mile heavier, and yet after taking off interest paid to stockholders and loss in collecting, we find the road will cost less with this heavier iron and greater outfit than Mr. Thompson's estimate, at which the stock was taken, 330,000. Mr. Thompson's estimate was \$3,130,000—actual cost \$2,800,000.

The income of the company has now reached to five hundred dollars per day, and when the road is finished to Stevenson, which will be probably by the 20th of December, and certainly this year, it is thought it will go up to 700 dollars a day, and 900 dollars a day when finished to the Tennessee river, which will be soon after the 1st of February next, with reasonable weather.

The directors hope to be able to divide two or three per cent. out of the profits of the last half of the year 1853, and will, they think, if the demands of trade do not make it necessary to add materially to the machinery of the company, which already is as large as it was thought they could get along with until the road was finished, but the business is larger than was expected, and may continue to exceed their calculations, in which case it will be the duty of the directors and the interest of the company to buy additional machinery, and consume the profits for the whole year. In the latter case the road will be in a better condition to make good dividends in the following year, 1854.

It will be seen from the report of Mr. James H. Grant, Chief Engineer of the company, that the road will most probably be finished within the next six months. In this opinion the board concur.

Of the balance of 205,340 and 98-100 dollars, stated by Mr. Grant as necessary to pay for the grading, bridging, back money on contracts, etc., etc., there is already paid in advance over \$30,000 of the back money. So that the amount actually to be paid to finish the whole road and unite the tracts is less than \$175,000.

The directors have every confidence in the business of the road paying a good interest on the stock.

The rise in lands and town lots near the road has been double the cost of the whole road. In view of these statements it is hoped that so far the road has met the expectations of its early friends.

The stockholders owe much to their late Treasurer, Mr. O. Ewing, whose industry, ability and vigilance was always equal to his arduous duties as Treasurer and a member of the executive committee.

It will be seen from the Superintendent's report, here annexed, that of the 66,716 and 21-100 dollars made by the road the past fiscal year, twenty-eight thousand, eight hundred and forty-nine and 61-100 dollars have been paid out in equipping and building the road, and thirty-seven thousand, eight hundred and sixty-six and 60-100 dollars expended in carrying the iron and timber forward and other company's service necessary in building the road.

The directors feel that it is due to say to the stockholders that the successful prosecution of their work has been greatly promoted by the industry, ability, and harmony of the officers in charge of the different departments in the constructing and working of the road.

All of which is most respectfully submitted.

V. K. STEVENSON, President.

Nashville, Dec. 14, 1852.

The report of the Chief Engineer, James H. Grant, Esq., describes in detail the progress of the construction. This has been retarded by sickness among the laborers, the unusual rains of the last fall and the physical obstacles encountered in the crossing of the Cumberland mountains.

The work has advanced so that the Tennessee river was to have been reached about the 15th of February. The graduation on the Chattanooga division is completed with the exception of several bridges and the cut at the summit on Rackoon mountain and its vicinity. The superstructure is completed for 7 miles from Chattanooga, and the cross ties delivered for about 12 miles more. Allowing the track to progress at the rate of a mile a week until Rackoon mountain is passed, and a mile and a half subsequently, and trains will reach the Tennessee river by the 1st of June next.

The masonry for the portion of the bridge over the Tennessee west of Long Island, is completed. Three piers are in progress in the narrow channel leaving but two to be commenced. The iron work is nearly all delivered and about half the timber for the bridge. A draw, leaving a clear span of 65 feet for steamboats has been ordered to be constructed in this bridge.

The aggregate of expenses up to 1st December, 1852, as far as the engineering department are concerned, has been:

Graduation and bridging	\$1,208,970 61
Superstructure	893,530 37
Depot buildings, etc.	64,309 63
Rolling stock	96,214 47
Platforms, sheds, tolls, etc.	21,073 54
Engineering	71,146 16

Total paid..... \$2,355,244 78
leaving a balance of \$205,340 98 to complete the work.

The business operations of the current year as reported by the Superintendent for the year ending 30th November, are:

For passengers.	\$65,819 51
Freight.	40,912 74
	\$106,732 25
Expenses.	77,882 64

Net profits.....	\$28,849 61
The estimated cost of transporting materials for the road.....	37,866 60
Fuel.....	2,136 10

Total net earnings..... \$68,853 31
The rolling stock consists of 7 locomotives—4

passenger and 94 baggage, freight and platform cars.

At the annual meeting the following gentlemen were elected directors:

Vernon K. Stevenson, Alexander Allison, Samuel D. Morgan, Jno. M. Bass, J. B. Knowles, Francis B. Fogg and Andrew Ewing, of Davidson Co.; Lewis Garner and William Spence of Rutherford county; Jeremiah Cleveland and Jno. T. Neil, of Bedford county; Peter S. Decherd, of Franklin county; and James A. Whiteside, of Hamilton county.

American Railroad Journal.

Saturday, February 26, 1853.

Railway Exhibits.

In the administration of the railways in this country, one of the most important defects is the want of full and lucid *exhibits*, showing their condition and management. The necessity and importance of such exhibits will be readily admitted by all, when the immense amount of capital invested in these enterprizes is taken into consideration. The cost of our railways when those in progress shall be completed, will probably exceed \$700,000,000. By far the greater number of the companies are not required to make any returns of their doings to their respective legislatures. We are therefore compelled to rely upon their reports voluntarily made for a knowledge of their affairs. Where reports are made to the Legislature, they are frequently stated in such a manner as to confuse, rather than enlighten the public, as is the case with the returns of the Erie railroad instanced the past week. What we want, and what the public should demand, is, that every company should *annually* and upon the *payment* of every dividend, present such a statement of the condition of its affairs, as shall enable its stockholders and the public to form an accurate opinion of its condition, management, and future prospects, etc., of their property. Such reports we must have, and such we, for one, shall insist upon.

The report of the President of a company is of little value in itself. At best it is based entirely upon representations made to him by the several departments in the management of the road. These departments are, or should be as independent of the President as he is of them. The former by virtue of his office, has nothing to do with the departments of treasurer, engineer, or superintendent. What he tells us about either, has no value unless appropriately vouched. When a road is under construction, we look to the report of the engineer for a statement of its *cost*. His report properly prepared not only shows this, but gives the data upon which his estimate is based; so that should he err in his judgment, he furnishes the proper evidence for the correction of his mistakes. So too with the superintendent. It is to his report that we look for a statement of the operations of the road, the amount and condition of the rolling stock, etc., etc. The reports of these officers are not only indispensable in showing the exact state of a company's affairs, but when regularly made, they serve as a most wholesome check upon imprudent and unfaithful service. Where it is understood that an officer of a road will be called upon to report annually the condition of matters under his charge, he will be very careful that his report shall reflect credit upon himself; which can only happen when his duties have been well performed. Where

on the other hand no such report is expected, it is inevitable that indolence, inattention to duty, and finally, that insubordination should be the result.

Again, where reports are made by the several departments in the management of a road to the directors, these should always be published as the directors may, and very often do, entertain very erroneous ideas as to the proper management of a road. The publication of such management will be likely to provoke argument and discussion, which in the end will result in indicating the true policy to be pursued. Directors should always court the public censure upon their acts, and should always stand ready to adopt any useful hints and suggestions which such censure may call forth.

A dividend too, should always be accompanied by a statement showing it to have been earned, and to have been properly paid. It may turn out that it has *not* been earned when declared. It may be unwise and imprudent policy to declare one when apparently earned, but when the money is needed for construction. In such case it may be the better policy to apply such *apparent* surplus in the liquidation of existing debts, which often cannot be carried unless by the payments of high rates of interest.

We have only time to allude to this subject in our present number,—we shall follow up this matter in our next issue, in which we shall give samples of some of the best and most complete reports, published by our best managed roads. In the mean time we solicit the co-operation of capitalists, and of all parties interested in railroads, and who wish to know the value of what they have, and what they are purchasing, in our endeavors to accomplish this most needful of all reforms—full lucid and circumstantial reports from all our railroad companies.

New Railroad Car Works at Buffalo.

By an advertisement in another column, it will be seen that an establishment for making railroad cars is about to go into operation at Buffalo, the proprietors of which are Messrs. Townsend & Coit. These gentlemen state in their circular, that "their works are intended to comprise all of the improvements and conveniences known to the business, and will be ready for operation by the 15th of May next."

"The commanding location of their establishment, the nature and extent of their facilities and business arrangements, added to their determination to excel in the execution of their work, will, as they believe, entitle them to an equitable share of the business."

"A track from the works will connect with the Buffalo and Lockport railroad, and with Lake Erie and the Erie canal, thus enabling them to forward cars to any desired point."

As above stated, the location of these works is exceedingly favorable for forwarding cars to almost any portion of the United States and Canada.

Stock and Money Market.

Since our last issue both the stock and money markets have been in an uneasy state, with a considerable fluctuation in the latter. Money has been more in demand, but the stringency is principally confined to operations in Wall street. The demand is owing chiefly to the fact, that an increasing distrust is felt toward the innumerable fancies now crowded into the market, which causes the loans based upon them to be called in. To this cause is mainly attributed the decline of prices the

past week. Money for all legitimate purposes is sufficiently abundant. The wants of the mercantile classes and railroad companies are liberally supplied.

It cannot be denied, however, that during the past fortnight there has been considerable apprehension of a more stringent money market for some time to come, which has led many parties to curtail their operations somewhat. Others are forced from necessity to do the same. Speculation in stocks has received a check which we should not be sorry to see extended to operations in real estate.—We regard this check as a very favorable indication that the public mind is in a sound state, and that it only needs that the threatened evils should be pointed out, to secure the application of the necessary correctives. We have been going on at a rapid rate for some time past, and it is now a good time to pause, to look around, and see how we stand.

As far as the railroads are concerned, we believe this interest to be in the aggregate in a healthy condition. Still the need of caution becomes greater every day. So long as the success of these enterprises was looked upon as problematical, we felt ourselves called upon to devote a considerable portion of the *Journal* to the elucidation of the objects and uses of railroads, and to show their probable productiveness as investments of capital. All these propositions are now generally admitted. The result of the operations of our roads has demonstrated their correctness. Railroads are now received into universal favor, and their stocks and securities are the most attractive objects to capitalists and the public.

Confidence having been secured to these works, the real danger to the community has just commenced. Because most of our roads have turned out *well*, we are in danger of acting upon the conviction that *all* proposed will be equally fortunate. Acting upon this idea, projects are now being got up and pressed upon the public attention, the object of which is not the *completion* of the proposed work, but to impose upon the public a large quantity of stocks and securities, that have no real basis. The *counterfeit* always follows in the steps of the *true*; and the reputation acquired by one project or class of projects, is sure to be made use of to give currency to others. There can be no doubt that such will be the case with our railroads; and hence the necessity of greater caution, and greater scrutiny into the standing, condition and management of companies. As far as these matters are concerned, the public should insist upon full, lucid and detailed statements of affairs not only *annually*, but upon the payment of all dividends.

While our railroad system is in a healthy state, there can be no doubt these works indirectly promote a speculative feeling. They add, in an extraordinary degree, to the wealth and resources of the country, and to the business of the places which become their termini. The condition of things in the city of New York furnishes a good illustration of the correctness of the above statement. New York, thus far, is the city that has most profited by the construction of railroads throughout the country. It is the great market for its products. It is the terminus of more important lines than any other city. The result is that our merchants, manufacturers, and in fact, all classes, find their business double what it was a year or two since. This extraordinary increase, beyond all precedent or expectation, is producing the result that might have been anticipated. It is exciting our people

to extravagance, to speculation, and, in fact, to all the consequences that follow an extraordinary degree of real or supposed prosperity. The prices of real estate have risen to an extravagant height, and most kinds of merchandise sympathise with the upward movement of real property, rents, etc. It is in the manner pointed out, that railroads excite speculation, but the evils indicated are such as are always sure to result from an extraordinary degree of prosperity in any department of business. It is this tendency which has been manifested, where there has been a sudden and large accumulation of railroads, that we desire to see checked. In other particulars, we believe the public sentiment as well as the business of the country, to be in a sound state.

Although we are apparently investing so much in railroads, yet, when we take into consideration the low cost at which they are built, the immense wealth and resources of the country, and the slight burdens that the *general* and *state* governments impose upon our people—the money that these works absorb, is but trifling, compared with what the leading European governments annually waste upon their civil and military establishments. The actual expenses of our general government will not exceed \$35,000,000; those of Great Britain amount to \$250,000,000—all, or a greater part of which, is *lost*, as far as the question of reproduction or investment is concerned. Yet this vast annual expenditure excites neither alarm nor distrust. Why, then, should the expenditure of one-third this sum in *useful* enterprises, by a nation having nearly the same number of people, possessing vastly greater *natural* resources? When properly viewed, it will not. Although the high rates which we are paying for money, attract a good deal of capital from abroad, yet by far the greater amount of money that goes into any road, is furnished by our own people, affording convincing proof of the confidence felt in these works at home, and the ability of our people to construct them.

One of the most serious evils felt in Wall street at the present time, is the great number of new and worthless *fancies* that are constantly being introduced, such as coal, mining, land and other stocks; the very fact of their introduction upon the stock board proves their worthlessness. What is *good* is reserved for private enterprise. It is only such schemes as are good for nothing, that are forced upon the public. The only check to such gambling is a stringent money market, and we are not sorry to see this check occasionally applied.

The receipts of the Harlem railroad company for January show a very large gain over January of last year. A considerable portion of this increase is in through freight, which is taken over the branch at Morrisiana to the East river, and brought to the lower part of the city by the People's line of boats. The figures are:

January, 1853. \$73,792 66
" 1852. 45,949 55

Increase—60 per cent. \$27,843 11

The earnings of the Macon and Western railroad company in Jan. 1853, were:

Passengers. \$9,815 37
Mail. 1,080 04
Freight. 18,341 27

Total. \$29,236 68
Corresponding month last year. 25,783 20

Increase, 13½ per cent. \$3,453 48

The receipts for freight and passengers trans-

ported on the Pennsylvania railroad, for the month ending January 31, 1853, were. \$233,536 26
Same period in 1852. 92,172 50

Increase. \$141,363 76

The earnings of the Galena and Chicago railroad for the month of January are as follows:

Freight. \$20,895 35
Passengers. 11,010 29
Mails. 766 67

Increase. 32,672 31

The earnings of the Michigan Central for the first two weeks in Jan., 1853, compare as follows:

Freight, Passengers, Total.
Two weeks, '53. \$7,924 77 \$8,263 18 \$16,187 95
Two weeks '52. 5,042 27 5,695 63 10,738 20

Increase. \$2,882 50 \$2,566 55 \$5,449 06

The bids at Baltimore, on Saturday, for \$500,000 bonds of the York and Cumberland railroad, guaranteed by the city of Baltimore, were as annexed. Bids were received to the amount of about \$3,000,000.

Z. Barnum & R. W. Magraw \$100,000 at 101.01
J. Lee & Co. 500,000 at 100.25
W. A. Stebbins. 500,000 at 100.01
R. D. Gaither. 10,000 at 101.05
Z. Barnum. 50,000 at 100.50
T. Scott & Son. 5,000 at 101.05
T. Scott & Son. 5,000 at 101.05
T. Scott & Son. 5,000 at 100.50
T. Scott & Son. 10,000 at 100.25
T. Scott & Son. 5,000 at 100.37
T. Scott & Son. 5,000 at 100.20
Gittings, Donaldson & Graham 500,000 at 102.66 to 103.07
Greenway & Co. 500,000 at 103.53
Eutaw Savings Bank. 46,000 at 101.75 and 102.03

Railway Share & Stock List; CORRECTED WEEKLY FOR THE AMERICAN RAILROAD JOURNAL.

NEW YORK, FEBRUARY 26, 1853.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	100½
U. S. 6's, 1856	107½
U. S. 6's, 1862	115
U. S. 6's, 1862—coupon	115
U. S. 6's, 1867	120
U. S. 6's, 1868	120
U. S. 6's, 1868—coupon	120
Indiana 5's	101½
Indiana 2½	57
" Canal loan 6's	96
" Canal preferred 5's	37
Alabama 5's	98
Illinois 6's, 1847	91½
Illinois 6's—interest	62½
Kentucky 6's, 1871	110
Maryland 6's	110
New York 6's, 1854-5	108
New York 6's, 1850-61-62	117
New York 6's, 1864-65	120
New York 6's, 1 y., 1866	120
New York 5½'s, 1860-61	111
New York 5½'s, 1865	112
New York 5½'s, 1854-55	106
New York 5's, 1858-60-62	108
New York 5's, 1866	113
New York 4½'s, 1858-59-64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	104
Ohio 6's, 1860	109
Ohio 6's, 1870	116
Ohio 6's, 1875	117
Ohio 5's, 1865	106
Ohio 7's, 1851	105
Pennsylvania 5's	98
Pennsylvania 6's, 1847-53	101
Pennsylvania 6's, 1879	99
Tennessee 5's	95
Tennessee 6's, 1880	108
Virginia 6's, 1886	110

CITY SECURITIES—BONDS.

Brooklyn 6's	105
Albany 6's, 1871-1881	107½
Cincinnati 6's	103
St. Louis	101½
Louisville 6's, 1880	98
Pittsburg 6's, 1869-1871	102
New York 7's, 1857	108
New York 5's, 1858-60	101
New York 5's, 1870-75	104
New York 5's, 1890	104
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-90	107½
Baltimore 1870-90	109½
Boston 5's	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867	117
Erie 2d mortgage, 7's, 1859	110
Erie income 7's, 1855	98
Erie convertible bonds, 7's, 1871	98
Hudson River 1st mort., 7's, 1869	105
Hudson River 2d mort., 7's, 1860	98
New York and New Haven 7's, 1861	105
Reading 6's, 1870	92
Reading mortgage, 6's, 1860	96
Michigan Central, convertible, 8's, 1860	111
Michigan Southern, 7's, 1860	102
Cleveland, Col. and Cin. 7's, 1859	123
Cleveland and Pittsburgh 7's, 1860	102
Ohio and Pennsylvania 7's, 1865	109
Ohio Central 7's, 1861	98

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Feb. 17.	Feb. 24.
Albany and Schenectady	114	115
Boston and Maine	105	105
Boston and Lowell	105½	106
Boston and Worcester	103½	103
Boston and Providence	88	89
Baltimore and Ohio	89	90
Baltimore and Susquehanna	31	34
Cleveland and Columbus	125	125
Columbus and Xenia	—	—
Camden and Amboy	150	150
Delaware and Hudson (canal)	130	130
Eastern	96	98
Erie	90	88
Fall River	104	105
Fitchburg	102	102
Georgia	—	—
Georgia Central	—	—
Hartland	68	68
" preferred	115	115
Hartford and New Haven	129	129
Housatonic (preferred)	35	35
Hudson River	66	66
Little Miami	118	120
Long Island	38	38
Mad River	99	99
Madison and Indianapolis	104	105
Michigan Central	107	107
Michigan Southern	126	124
New York and New Haven	112	111
New Jersey	129	132
Nashua and Lowell	—	—
New Bedford and Taunton	117	117
Norwich and Worcester	52	51
Ogdensburg	27	27
Pennsylvania	50	49
Philadelphia, Wilm'gton & Balt.	40	49
Petersburg	—	—
Richmond and Fredericksburg	105	105
Richmond and Petersburg	35	35
Reading	90	89
Rochester and Syracuse	129	130
Stonington	57	56
South Carolina	122	122
Syracuse and Utica	140	140
Taunton Branch	115	115
Utica and Schenectady	156	149
Vermont Central	20	20
Vermont and Massachusetts	19	19
Virginia Central	40	40
Western	100	101
Wilmington and Raleigh	57	57

Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad Lanterns in another page.

Pennsylvania.

Sunbury and Erie Railroad.—The annual meeting of this company was held at Philadelphia on the 14th inst., when the report of the president, Christopher Fallon, Esq., was submitted and adopted, together with a resolution that the capital stock be increased to \$6,000,000.

The report, after giving a brief history of the action of the city councils of Philadelphia, in reference to the road, announces the fact that committees of investigation were appointed to examine the subject, and that on their report, the councils by a large majority passed an ordinance, authorizing a subscription of \$2,000,000, in the stock of the company, in sums of \$1,000,000 each, upon the like subscription being made by other parties.

By the act of 1837, incorporating the company, the capital is limited to \$3,000,000, with liberty to the stockholders, by a vote, to increase the same to \$6,000,000. Such increase is now recommended.

The western terminus of the road, Erie, is considered the best on the lake for the transaction of large and heavy business. The city of Erie has agreed to convey to the company ample water accommodations for making piers. Erie, it is believed, will thus become the depot for a large amount of coal to be carried over the road. Satisfactory arrangements have been made with the Franklin Canal Company, owning a portion of the Lake Shore line, securing to the Sunbury and Erie a fair and open competition with rival lines.

The proper eastern terminus of the road may be said to be Philadelphia, while the actual terminus is Sunbury. From this latter point the Philadelphia and Sunbury railroad, terminating in the Reading, and the Susquehanna railroad, connecting, at Harrisburgh, with the Pennsylvania railroad, give a choice of routes to Philadelphia.

The increased trade thrown on the Reading road will probably induce that company to provide new tracks, to be laid in time for the completion of the Sunbury and Erie road. Another route to reach Philadelphia will be by a branch of the Easton and Water Gap road to Allentown, where connection will be made with a road, which may be considered an extension of the Catawissa and Williamsport road. The company have, likewise, the right to extend from Sunbury to the valley of the Schuylkill, forming there connections with roads terminating at Philadelphia; or, in case of the failure of the Susquehanna railroad company to construct their road, to extend so as to unite with the Pennsylvania road near Harrisburgh.

While considering the main object of the road—to secure the prosperity of the metropolis of Pennsylvania and its lake city—the report urges that this road, with the Catawissa and roads terminating at Easton, will present the shortest and most desirable route from the lakes to New-York. A line of road leading from Springfield, Mass., to Williamsport, Penn., will make this on the shortest line between Boston and Lake Erie. By the Susquehanna road, Baltimore is placed in the same relation with the lake.

Resting, as the road does, by means of its connections, on these four great cities, and having similar advantages in the west, and possessing, moreover, an advantage peculiar to itself, perhaps, in the means for a large return freight in the shape of coal, it will require nothing but a liberal and enlightened policy to give the road that pre-eminence to which its position so justly entitles it.

The policy of not commencing the construction until a subscription was procured adequate to com-

plete the road, has been in some measure departed from. It was understood that the Catawissa company had given instructions to survey a route from Catawissa to Williamsport, and that certain parties were in treaty for the purchase of the charter of the road leading from Mauch Chunk to Easton, and, in connection with others, were endeavoring to secure the means of controlling the affairs of this company. Had this design succeeded, it is easy to see how disastrous the consequences would have been to Philadelphia, in thus making it the interest of the owners of the road, between Mauch Chunk and Easton, to discriminate in favor of trade and travel passing by the point of divergence to Philadelphia, and going over their road on its way to New York. To defeat this object, a contract was made with the Messrs. Moorhead, to proceed at once to construct the road from Sunbury to Williamsport, and the fulfilment of the contract on the part of the company was guaranteed by four members of the board; and at the same time it was proposed to the Catawissa company, to connect with the Sunbury and Erie road, at or near Milton, a few miles above Northumberland. The effect of this course has been all that was desired. The Catawissa company will, it is believed, connect at Milton, and thus the entire freedom from discriminations, to the prejudice of Philadelphia, will be forever effectually secured.

The following is the board of directors chosen by the stockholders:

President—Christopher Fallon.

Managers—Charles Lennig, John Tucker, Henry Duhring, John Rice, Philip M. Price, James D. Whetham, John F. Cowan, James L. Gillis, David K. Jackman, John Galbraith, Morrow B. Lowry, James Miles.

Pennsylvania.

Erie and North East Railroad.—The first annual report of the directors of this company to the stockholders, dated 18th January, 1853, has been received. This road is about 20 miles in length, commencing at Erie, Pennsylvania, and running to the State line of New York, and is a link in the South Shore road between Buffalo and Cleveland. It was opened for business about one year since.—It is nearly straight, being but 47 feet longer than an air line with no grades over 15 feet to the mile, and is in perfect order. Since the opening in Jan., 1852, 73,476 passengers have been carried over it without any accident or injury.

Receipts from 10th January, 1852, to 1st July \$31,260
Expenditures for repairs and supervision. 10,007

Net earnings \$21,253

From which, after paying interest, a dividend of 3 per cent was made and paid.

Receipts from 1st July to 1st January, 1853 \$31,119

of which \$16,000 have been collected since the completion of the road to Cleveland. During the last six months there have been charged to repairs and supervision of new work about stations and ballasting \$23,689. Of this sum \$13,000 are chargeable to the two last items, and might have been placed to the account of construction. It is believed that the net earnings for the year, commencing 1st July last, will amount to 11 per cent. Capital stock all paid up is \$600,000
Indebtedness 131,950
Add for additional rolling stock and depot buildings 18,050

Cost of road and fixtures \$750,000

The bridges are constructed for a double track and exclusive of the superstructure it would not cost to exceed \$50,000 for the second track. The receipts from 1st January to 1st July next are estimated at \$66,000
Balance on hand 3,680

Expenses estimated 15,000

Net earnings \$54,680
sufficient to pay the interest on the debt and 8 per cent dividend on the stock.

The directors complain of the delays and increased expense consequent on the adoption of a gauge by the Buffalo and State line company, of 4 feet 10 inches, differing both from the gauge of the New York and Erie road and from that of the Central New York line; and compelling all freight and passengers to change cars both at the State line and at Dunkirk or Buffalo. The directors of the Erie and North East company disclaim all responsibility as to this connection, and lay the blame of the arrangement in no measured terms on the Buffalo and State line and Erie companies.

Connellsville Railroad.

The object of this proposed road is to connect Pittsburgh with the Baltimore and Ohio road, at or near Cumberland, and, through the latter, with Baltimore. The project, though chartered, and organized into a company a long time since, remained in abeyance, until the recent movement by the city of Philadelphia in favor of the Hempfield road, aroused the Pittsburghers to a spirit, perhaps of retaliation. At any rate, they are determined to have outlets to other markets than Philadelphia. They are, consequently, eagerly taking up the Connellsburg road, in which they are warmly encouraged by Baltimore and the Baltimore and Ohio railroad; and with the efficient support thus enlisted, we see no reason to doubt the early completion of this enterprise. Independent of all local or private considerations, it is a project having sufficient inherent merits to justify its construction, and we hope to see it immediately commenced.

To show the spirit that prevails at Pittsburgh in reference to the project, we copy the following from a late number of the *Pittsburgh Gazette*.

It is something to rejoice over, that many of the heavy original stockholders of the Connellsburg Railroad Company, who had withdrawn their stock when the project was suspended, yesterday renewed their subscriptions. Among those who thus opportunely stepped forward, we recall the names of General Robinson, who led off with five thousand dollars, James Wood, Frederick Lorenz, N. Holmes & Sons, who renewed heavily. There were many others, and some equally heavy houses, who did likewise, but we are not in possession of their names.

In addition to this most encouraging indication, we have that from the Allegheny City Councils, which promises to eventuate in a subscription of a quarter of a million from that city. Add to this again, that the county will assuredly subscribe half a million, and where is the room to doubt the full and immediate success of the Pittsburgh and Connellsburg railroad?

And this railroad made, we shall not scruple to claim for Pittsburgh the distinction of foremost city inland of the United States. We shall then have direct railroad connections with New York, Philadelphia, Baltimore, the lakes, northwestern Ohio, Cincinnati, and southern Ohio, and a chain of lateral connections which it is bewildering to trace out off a map.

We begin now to realize, since the city subscribed her half million of dollars to the Pittsburgh and Connellsburg Railroad, that Pittsburgh has shown a character her sons may be proud of.

The Board of Trade of the city of Baltimore have also resolved—

“That the close commercial affinities of Pittsburgh and Baltimore are clearly seen in the interest felt in both places in this important work, and the determination that it shall be speedily completed; and still more clearly seen, in the attempt of Philadelphia to deprive both Pittsburgh and Baltimore of their legitimate trade, by her active management of and subscription to the Hempfield road, for the purpose of intercepting trade not properly her own, at the city of Wheeling.”

Ohio and Mississippi Railroad.

We copy from the Cincinnati papers the following communication addressed by the President of the above company to the city council of Cincinnati, showing the condition and progress of the work upon that road.

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO. CINCINNATI, February 9th, 1853, To the Hon. Andrew Giffin, President of the City Council of Cincinnati.

SIR—Herewith you will please find a statement of the expenditures of the Ohio and Mississippi Railroad Company, on the first 85 miles of said road, continuously west from Cincinnati, to the last estimate on the 4th inst. inclusive, which, if you think advisable, you can lay before the City Council for their information.

At all times the affairs of the company are subject to the inspection of yourself or a committee of the Council.

I have the pleasure of informing you that we have a large force engaged, not only on this division of the line, but upon the larger portion beyond, to St. Louis, and that we have made arrangements to have this division completed and equipped so far as to form a railroad connection with Louisville by the 1st of January next.

Very respectfully,
ABNER T. ELLIS, President

MEMORANDUM 2.

Expenditure for Engineering, Construction and Rights of Way, by the Ohio and Mississippi Railroad Company, on the first eighty-five miles continuously West of Cincinnati:

Oct. 1, 1852. Amount paid for engineering and construction to this day.....	\$ 54,464 57
Amount paid for right of way.....	40,759 50
Amount remitted to Europe for purchase of iron to date.....	100,000 00
	195,224 07
Dec. 2. Amount paid engineering and construction	120,524 49
Amount paid for right of way.....	35,232 00
	155,756 49
Amount necessary to be expended to secure 100 bonds from city of Cincinnati, \$140,000.	350,980 56

200 bonds received, requiring an expenditure of....	280,000 00
	70,980 56

Feb. 4. 1853, Amount paid out for engineering and construction, from 2d Dec. to date.....	96,454 41
Amount paid for right of way.....	38,435 68
Amount paid for real estate, to date.....	75,470 34
	210,360 43
	\$281,340 99

The above is a true statement of expenditures as taken from the books of this company.

SAMUEL R. BATES, Secretary pro tem.
Office of the Ohio & Miss. R. R.
Co., Feb. 9, 1853.

OFFICE OF THE OHIO & MISS. R. R. CO.

GENTLEMEN: I present for your information, the condition of the grading and masonry on the division of the Ohio and Mississippi railroad extending from this city to the Jeffersonville and Indianapolis railroad. You will perceive that the work is progressing on nearly all the separate sections throughout the whole distance of eighty-four miles. The sub-contracts limit the completion of the grading and masonry to the 10th October, 1853, and from the progress already made, I have no doubt that the work can be completed by that time, and that the road may be entirely finished and in running order by the 1st January, 1854. The figures in the column headed “grading,” are tenths of the amount of work estimated on the section by the Engineers. The figures under the head “masonry,” are tenths of the entire amount of masonry required for the section.

It will be seen that in the aggregate, there are now over twenty-seven miles finished and ready for the iron; not consecutive miles, but in amount obtained by the addition of the fractions now finished.

The remaining distance from the Jeffersonville railroad, is now all under contract, and we have every reason to hope that by the 10th July, 1854, we may pass by railroad from Cincinnati to Louisville, thence to New Albany, thence by the New Albany and Salem railroad to our road, thence by our own road to the city of St. Louis.

Respectfully submitted.

O. M. MITCHELL,
Con'g Engineer and Fin. Com.

Rates of Postage.

It is not easy to keep always in mind the required amount of postage stamps on letters, &c., under the laws now in force. The following convenient table of rates, gives the information required at a glance.

Letters—

Each $\frac{1}{2}$ ounce, under 3,000 miles, prepaid, 3c; unpaid, 5c.

Each $\frac{1}{2}$ ounce, over 3,000 miles, prepaid, 6c; unpaid, 10c.

All Printed Matters in general—anywhere in the United States.

First three ounces..... 1c

Each subsequent ounce..... 1c

If not prepaid, double these rates. But—

Newspapers and Periodicals—paid quarterly, or yearly in advance—

First three ounces..... 1c

Each subsequent ounce..... 1c

And if weighing not over 1 $\frac{1}{2}$ oz., in the State where published, 1c each, and weekly papers in the county where published, free.

Small Newspapers and Periodicals published monthly or oftener, and Pamphlets of 16 octavo pages or less—when sent in packages, weighing at least 8 oz., prepaid, 1c an oz.

Books—bound or unbound, weighing not more than 4 pounds, may be sent by mail for each oz—

Under 3,000 miles, prepaid..... 1c

Over 3,000 miles, prepaid..... 1 $\frac{1}{2}$ c

Under 3,000 miles unpaid..... 1 $\frac{1}{2}$ c

Over 3,000 miles, unpaid..... 3c

Fractions over a single rate are charged as one rate. “Periodicals,” in the sense used above, are publications issued once in three months or oftener.

Cotton by the Pennsylvania Route.

A late number of the Louisville Courier informs us that recent steamboat arrangements will make Louisville the great cotton mart of the West, and this great staple will find its way to the northern Atlantic seaports and markets cheaper by the Pennsylvania and Maryland routes than by way of New Orleans and the sea. In this manner large quantities of the products of Tennessee, Mississippi, Arkansas, and Northern Alabama will seek an outlet. Cotton may be sent here by way of the Pennsylvania railroad for one cent per pound, including all charges from its starting point to Philadelphia, while by the sea route the cost would be one cent and three quarters. Some small quantities have

already been sent by the new route, and large amounts it is said are beginning to arrive at Pittsburgh.

Toledo, Norwalk and Cleveland Railroad.

The earnings of passengers for the month of January were as follows:

Passengers.....	\$13,000
Express and mails.....	1,640
Freight	527
	15,327

For the month of February the receipts have averaged \$6,500 per week, and will reach just \$26,000 for the month, nearly all of which will be received from passengers. The road not yet being sufficiently prepared to accommodate more freight.

The earnings for January were made upon only a portion of the road, the whole line not being opened till the last of the month. For the future the company anticipate that the daily earnings will average from 12 to \$1,500.

The total cost of the road is as follows:

Grading, bridging, masonry, etc.....	\$628,755 37
Iron	377,703 68
Equipment.....	158,870 00
Discount of bonds sold, engine houses, etc	186,385 11

Capital stock subscribed..... \$1,351,714 16
The stock amounts to about \$560,000. There have been none, nor will there be any convertible bonds issued. This fact, together with the very large income of the road, ensuring large dividends, has caused the stock to be eagerly sought after for investment. Estimating the receipts at only \$1,000 per day, and the expenses at 40 per cent. This sum would give a net earning of over \$150,000 to be divided among the stockholders.

The ability which the company have displayed in the construction of the road, is a good guaranty that its affairs under the same management, will be efficiently and economically conducted.

Atlantic and St. Lawrence Railroad.

This road has been in operation for its whole length for some weeks past. The length of its line is about 150 miles. The terminus of this road is at Island Pond, in the Northeastern part of Vermont, and about 16 miles from the Canadian frontier. The recent extension has added materially to the receipts of the company. It is confidently expected that the Canadian portion will be completed on or before the first day of July, and that the formal opening of the whole line will take place at that time. The entire distance, by the line of the above road, between Portland and Montreal, will be 290 miles. The route through traversing the most mountainous portions of the Eastern States, and has remarkably easy curves and grades; the latter not exceeding 45 feet to the mile in direction of the business traffic. Sanguine anticipations are entertained by the people of Portland and Montreal that the road will engage in a larger and more lucrative traffic as soon as it shall be opened. We agree in this opinion. The State of Maine derives most of her breadstuffs, and a large amount of other kinds of food from the west, for which the above road will open the best outlet to the consumers. Provided the road can secure the carriage of the western produce consumed in the State of Maine, it will serve to command a profitable traffic, to say nothing of the business between the two provinces that will be thrown upon it.

The people of Portland have certainly good reason to congratulate themselves upon the comple-

tion of their portion of this stupendous enterprise, and are already being richly repaid for their outlay in the lucrative local traffic which the road has already secured to them.

Kentucky.

Lexington and Frankfort Railroad.—The following exhibit of the receipts of the Lexington and Frankfort railroad, has been kindly furnished us by the President of the company. It will be seen that it embraces a period of three corresponding months in the years '51-2 and '52-3, and shows a most gratifying result. The increase in receipts is the result of a legitimate and permanent increase in business. The following is the exhibit:

	1851-'52.	1852-'53.
November.....	\$7,150 34	\$8,753 14
December.....	6,901 49	8,628 90
January.....	4,806 29	6,931 98
	\$18,858 12	\$24,314 02
	18,858 12	
Increase 30 per cent, or.....	\$5,455 90	

Louisville Courier.

New-York.

Buffalo and State Line Railroad.—The following is a statement of the earnings of this road, from its opening to the end of December. The cars commenced running from this place to Erie, Jan. 5, 1852, from Buffalo to Dunkirk March 8, and thence to Cleveland Nov. 23:

Passenger earnings.....	\$141,059 94
Freight earnings.....	53,254 75
Mail and other sources.....	6,582 76

Total earnings..... \$209,907 45

This road has been in luck during the year past, no accidents of any account having occurred, which may be accounted for in part by the watchfulness of its corps of conductors, who are well qualified, attentive to duty, and proverbially polite to those under their charge. They consist of Messrs. Hudson, Parks, Hopper, Peck and Haight.—*Dunkirk Journal.*

South Carolina Railroad.

We learn from the report submitted by the president, H. W. Conner, at the late meeting of the stockholders, that the business of the road for the past year has been in a most flourishing condition.—We subjoin the following condensed statement of its affairs:

Gross receipts of the road.....	\$1,126,195 42
Expenses, current and extraordinary.	453,965 73

Net profit.....	\$671,229 69
Interest paid on foreign and other debts, damages, etc.....	165,958 48

Net income.....	\$505,271 21
Two dividends, 3½ per cent each....	271,600 00

Surplus.....	\$233,671 21
This shows an increase in the gross receipts over any previous year of \$124,480 44.	

Hempfield Railroad.

We learn says the Wheeling Gazette that the borough of Greensburg, on Monday, subscribed \$50,000 to the Hempfield railroad, and the citizens have subscribed about \$100,000 more. The borough of West Newton has also subscribed \$40,000. This with the Philadelphia subscription, of \$500,000 made on Thursday last, makes up the entire sum of \$1,530,000 as the present stock of that road, the entire cost of which stocking and all cannot exceed \$2,900,000. This is a much larger proportion of stock than any other road has had which has been built in this country, and we have no doubt but that, under its talented and efficient president, it will be put under contract at once and pressed forward to completion as fast as men and money

can do it, and by the best route for the work and for commerce; without regard to any other questions

Indiana.

Indianapolis and Bellefontaine Railroad.—This road was completed to Union on the 20th of January, and the through line opened on the 1st of February. This is an important event in the progress of western railroads,—extending the lines from the east through the centre of the States of Ohio and Indiana to the Wabash, and opening the through lines from Lafayette, and Terre Haute through Indianapolis to Dayton, Cincinnati, Sandusky, Cleveland and Pittsburgh.

Hempfield Railroad.

We are gratified in announcing, that the directors of this company have elected the Hon. Robert T. Conrad, of this city, president. Judge Conrad possesses in an eminent degree the qualifications required in the place he has been chosen to fill. He is not merely a brilliant speaker and a most forcible writer—both of them advantages in any situation—but he has a singularly vigorous and accurate judgment, which will be found of great value in the affairs of the company. He is, moreover, a man of unconquerable energy, with a capacity for a large amount of labor, and a readiness of resources equal to any emergency. In addition to these traits of character, Judge Conrad has remarkably winning manners, and enjoys, as he deserves to enjoy, the good will of hosts of friends, who will be glad in every proper way to promote his interests. We regard his selection as a most fortunate one for the company, as we are sure that it is a most acceptable one to this community.—*Philadelphian American, 10th.*

Vicksburg, Shreveport and Texas Railroad Company.

The organization of this company took place at Monroe, on the 24th ult. According to the terms of the charter, an organization could not be effected until stock to the amount of \$250,000 had been subscribed. On examination of the books returned, it was ascertained \$285,000 had been subscribed, and that representatives for that amount of stock were in attendance. Several books of subscription were not returned, although it was known that considerable amounts of stock had been taken in several parishes. The stockholders then proceeded to the work of organization, and elected the following gentlemen directors, to serve until October next:

N. D. Coleman, Thomas Whaley, of Vicksburg; E. B. Towne, of Madison Parish; J. W. Webb, of Morehouse Parish; H. Polk, of Jackson Parish; A. Lawson, of Bienville Parish; P. T. Harris, of Claiborne Parish; G. W. Rodgers, of Bossier Parish; H. L. Douglass, C. G. Young, of Caddo Parish; John Ray, R. W. Richardson, H. M. Bry, A. Lazarre, C. H. Morrison, of Ouachita Parish.

The board met on the 26th ult., and elected N. D. Coleman, of Vicksburg, President, J. H. Dinkgrave, Secretary, and John Ray, Esq., of Monroe, Treasurer.

Railroad from Western New York to Kingston.

A project for a railroad from the Western part of the State, say Canandaigua to Kingston on the Hudson river, is attracting much attention upon the line of the proposed work. It traverses a region of the State, and in a direction which has hitherto been regarded as impracticable for a railroad. It is confidently stated however, that an examination of the routes, shows that none of the anticipated obstacles exist. A good route has been found between the Hudson and the Delaware rivers, where the greatest difficulties were expected to be met with. After reaching the Delaware the entire route is said to be favorable. It is claimed that the

future line is 40 miles shorter than any existing road between New York city and the lakes.

The inhabitants of the Counties through which it will pass, take a deep interest in the improvement, and are possessed of wealth sufficient to furnish a large portion of the capital. A meeting will be held at Kingston next week, to give their local efforts efficiency and success, by organization, which will be followed by other meetings in the counties West.

Covington and Lexington Railroad.

This road, which is now well advanced towards completion, will connect central Kentucky—a district celebrated, the world over, for its extraordinary fertility, the immense amount and value of its productions, for the beauty of its scenery, and salubrity of its climate—with Cincinnati, the leading city of the Ohio valley. The line of this road, which is about one hundred miles, occupies the natural and appropriate route between its termini, formed by the Licking river, which has cut a deep channel through the abrupt and precipitous limestone formation, that skirts the southern bank of the Ohio river. The relations which it bears to great centres of trade and production, and the route it occupies, cannot fail to impress upon the public mind a conviction of its importance, and the certainty of a large income upon the opening of the road.

Such is a general statement of the prospects of this road from local business. Measures are in progress, however, which promise to constitute the above part of a great line of road, extending from the lakes to the Gulf of Mexico. From Lexington south, a railroad is in progress to Danville, 37 miles. From Danville to McMinnville, in Tennessee, surveys are being made, preparatory to placing this portion of the through route under contract. From McMinnville, the entire line to the Gulf is in progress by different companies; so that the means for only the comparatively short link between Danville and McMinnville, are to be provided, to secure the construction of the whole of the great line already described; and the necessary amount for this link is being rapidly made up.

The Covington and Lexington railroad, as far as Cincinnati is concerned, will constitute the great trunk to that city for the roads of Kentucky, Tennessee, and the southern and southeastern states.

This road, as are all those constructed in the immediate vicinity of the Ohio river, is somewhat more expensive than is the average of those in the western states. Roads occupying this position have the advantage of being trunks to interior radiating lines.

We commend this project to the attention of capitalists and the public. We feel assured, that it cannot fail to be a productive and profitable enterprise.

Railroad to the Pacific.

A proposition is before the Legislature of Wisconsin for a charter, with a capital of fifty millions, with liberty to increase to one hundred millions, for the purpose of building the Atlantic and Pacific Railroad. The following gentlemen are named as composing the company; Moses H. Grinnell, David Headley, Charles Butler, Azariah C. Flagg, Charles Gould, Simeon Draper, Robert Doxater, Daniel S. Miller, Peter Cooper, Edwin C. Litchfield and Edwin D. Morgan, of the City of New York; Abbott Lawrence, John M. Forbes and William F. Weld, of the City of Boston; Erastus

Corning, John L. Schoolcraft, Joel Rathbone, Levi S. Chatfield and Rufus H. King, of the City of Albany; W. W. Corcoran, of Washington; John Stryker, of Rome; James S. Wadsworth, of Genesee; Robert J. Walker, of Pennsylvania; Dean Richmond, of Buffalo; Alfred Kelly, of Ohio; John S. Barry, of Michigan; Joseph Grinnell, of New Bedford; Joseph E. Sheffield, of New Haven; Louis McLane, of Baltimore; Hercules L. Dousman, Levi Blossom, James D. Martin and James D. Doty, of Wisconsin; William D. Ogdan, Thomas Dyer and Walter Gurnee, of Chicago; James Guthrie, of Kentucky, and Michael G. Bright, of Indiana, and such other persons as shall or may be associated with them.

To Railroad Contractors.

PACIFIC RAILROAD.

SEALED Proposals will be received at the office of the Pacific Railroad Company, St. Louis, Missouri, until the first day of April next, for the grading, masonry, bridging and ties for twenty miles, and until the first day of May, for about seventy miles additional, terminating at Jefferson city. This division is mostly in the Missouri valley, and with the facility afforded for transportation on the river, and the ability on the side hill cuts of using a large force advantageously during the best part of the working season, it may be worked promptly and economically. There will be several large bridges on this division. The work will be divided into sections of about five miles, but contractors may take more than one section. Offers received either for cash payments in full, or a portion on the stock of the company. Plans and profiles will be ready for inspection fifteen days before the dates given above, and at any time information will be furnished by the Engineer. Security will be required for the faithful and prompt performance of the work.—The Company reserve to themselves the right to reject such offers as it may not seem to their interest to accept.

Other portions of the road, or of the South West Branch may be put under contract during the season.

THOMAS ALLEN, President.

THOS. S. O'SULLIVAN, Engineer.

Iron.

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquire by letter to NORMAN M. FINLAY, Poughkeepsie, Dutchess county, N. Y.

July 10, 1851.

To Contractors.

SEALED Proposals will be received at the office of the Maysville and Big Sandy Railroad Company, in the city of Maysville, Kentucky, until Saturday, April 2nd, 1853, at sundown, for Graduation and Masonry of Fifty-one miles of the road, between Maysville and Springville, (opposite Portsmouth, Ohio.) Plans, Profiles and Specifications will be ready for inspection for two weeks before the day of letting.

The line from Springville to the mouth of Big Sandy river will be put under contract as soon as this company receive reliable assurance of being met at that point by the Virginia Central Railroad.

By order of the Board of Directors,
THOMAS B. STEVENSON, President,
CHAS. B. CHILDE, Chief Engineer.

JAMES A. LEE, Secretary.
January 20, 1853.

3,000 Tons Railroad Iron.

THE undersigned is prepared to contract on behalf of the manufacturers in England, for the above quantity of T Rails, to be delivered at a port in Wales.

For terms, apply to JOHN H. HICKS,
Jan. 27, 1853. 90 Beaver st.

Iron for Machinists.

THE SUBSCRIBERS,
IMPORTERS AND DEALERS IN
IRON AND STEEL,

HAVE constantly on hand a good assortment of Iron and Steel, expressly adapted to the use of LOCOMOTIVE AND CAR BUILDERS, AND MACHINISTS GENERALLY.

ELLIOTT & HOLDEN,
Feb. 16, 1853. 90 Beekman st., N. Y.

To Contractors.

CLEVELAND AND MAHONING RAILROAD LETTING.

SEALED PROPOSALS will be received at the Office of the Company, on Superior street, Cleveland, until the first day of March, 1853, for the Grading, Masonry and Bridging of the portion of said road from Cleveland to Warren, a distance of 53 miles.

Plans, Profiles, and Specifications, may be seen at the Company's Office, in Cleveland, and the line will be ready for inspection by Contractors, 2 days previous to the letting.

The line is divided into sections of about one mile each, and bids will be received for each section separately, or for the whole line.

Estimates will be made monthly, and the payments made in cash.

Further information may be obtained on application to Jacob Perkins, Esq., President of the Company, George C. Beckham, Esq., resident Engineer, Cleveland, or to the undersigned.

The remainder of the line from Warren will be let as soon as the location can be completed.

By order of the Board.

EDWARD WARNER, Chief Engineer.

Pease & Murphy,

FULTON IRON WORKS,

FOOT of Cherry st., E. R. Office, 27 Corlears,

corner of Cherry st. Manufacturers of Land and Marine Engines.

N. B.—Engines and Boilers repaired. 6tf

Devlan's Patent

Oil Manufacturing Co.,

12 BROADWAY, NEW YORK.

THIS Oil is extensively used on Railroads and Steamships, and other Machinery, and is worthy the attention of every individual or company that uses Oil for Lubricating purposes. It is cheaper than the best Sperm, because it answers the same purpose and is more durable, thereby making a saving of from 40 to 50 per cent. The best of testimonials establish that fact, but cannot be given in this notice. All that is required is to test the matter, and if it will not answer as recommended, it will be taken back and money returned.

New York, Feb. 9, 1853. 2w

Etna Safety Fuse.

THIS superior article for igniting the charge in wet or dry blasting, made with DUPONT'S best powder, is kept for sale at the office and depot of

REYNOLDS & BROTHER,

So. e Manufacturers,

No. 88 Liberty St.

NEW YORK.

And in the principal cities and towns in the U. States.

The Premium of the AMERICAN INSTITUTE was awarded to the Etna Safety Fuse at the late Fair held in this city.

November 3, 1852.

1v

Buffalo Car Works.

TOWNSEND & COIT, PROPRIETORS

WE are now erecting an extensive Establishment for the manufacture of Railroad Cars, which will be furnished with all the conveniences known to the business, and ready for operation by the 1st day of June next, at which time we will be ready to execute orders for Baggage, Box, Platform and Cauldron Cars, of the most approved style and finish. Mean time we are prepared to make contracts for work to be furnished during the summer and fall.

TOWNSEND & COIT, Buffalo.

February 23, 1853.

Blake & Parkin, MEADOW STEEL WORKS, SHEFFIELD,

SO. E. CO. INVENTORS OF THE STEEL

CORE-ANNEALED CAST STEEL

A most Important Improvement in CAST STEEL, originating with B. & P., for SCREW TAPS, PISTON RODS, ENGRAVERS to CALICO PRINTERS, SILVER and GOLD ROLLERS, etc., etc., warranted to harden by ordinary process without breaking, being soft in the centre to any required diameter, and hard to any specified depth from the outside.

HARD CENTRE CAST STEEL,

For DIES, LATHE CENTRES, MINT PURPOSES, etc., etc., warranted to harden the inside without breaking, (the outside remaining soft.)

HARD AND SOFT SURFACE CAST STEEL,

In Bars and Sheets, hard on one or both sides, and soft in the centre, and adapted for a variety of purposes, as MACHINE KNIVES, SLIDE BARS, PLOW KNIVES, PLANING KNIVES, ROLLER BARS for Beating Engines for Paper Makers, etc.

This peculiar Steel is quite SOLID, and it is quite malleable, and draws down under the Hammer, still retaining the difference of hardness. When hardened, the hard part is left very hard, while the soft is left just harder than common iron.

THE REPORT OF THE JURY OF THE EXHIBITION OF ALL NATIONS.

Class 21, Page 486:

"The attention of the Jury was particularly called to one novelty exhibited by Messrs. BLAKE & PARKIN, of SHEFFIELD, consisting of the union of Two qualities of Cast Steel, hard and soft, in the same article; manufactured with much skill, they have no reason to doubt that the process is peculiar to the Exhibitors."

A PRIZE MEDAL WAS

AWARDED TO

MESSRS. BLAKE & PARKIN.

N. B.—The Inventors mark all their Goods with their CORPORATE MARK—X. L. ENT.

Also, Cast Steel, German and Spring Steel, warranted Cast Steel Files, Saws, etc.

February 9, 1853.

IRON SAFE WAREHOUSE.

Silas C. Herring,

Manufacturer and Sole Proprietor of HERRING'S PATENT FIRE PROOF SAFE,

Which received the MEDAL at the WORLD'S FAIR,

Also, Manufacturer of HERRING'S (Wilder's Patent) Single and Double Salamander SAFES.

And dealer in all kind of Iron Safes, Vault Doors, Express Boxes, AND Money Chests.



Fulton Car Manufactory,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of Railroad Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, Eight-wheeled Passenger Cars of the most superior description. Open and Covered Freight Cars, Four or Eight-wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally.

Cincinnati, Ohio, February 9, 1853.

Fire Bricks.

SCOTCH Patent—for sale in lots to suit purchasers, by

G. O. ROBERTSON,

135 Water street, corner of Pine,

November 19, 1852. New York.

RAILROAD CONTRACTS.

THE MOBILE AND OHIO RAILROAD CO.
HEREBY OFFER FOR CONTRACT THE
GRADUATION, MASONRY AND BRIDGING
OF 67 miles more of their road in North Mississipi, extending from the North line of Chickasaw County, to the Tennessee State Line, and passing through Itawamba and Tishamingo Counties.

Also, 118½ miles more of said road in the western District of Tennessee, and passing through Mc Nairy, Henderson, Madison, Gibson and Obion Counties.

The Line will be ready for inspection in Tennessee on and after the 1st of March, and in Mississippi on and after 25th of March next.

Plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

March 10th to 19th inclusive, at Trenton, for Line through Abion and Gibson Counties.

March 20th to 30th, inclusive, at Jackson, for line through Madison, Henderson and McNairy counties.

April 5th to 5th, inclusive, at Carrollville, Tishamingo county, Miss., for line through Itawamba and Tishamingo counties.

Profiles can be seen, and other information obtained, as follows:—After 1st of March:

At Trenton, of Doct. Hess, Agent.

At Jackson, of Mr. Stevens, Engineer.

And after 25th March,

At Carrollville, of the Resident Engineer.

Some portions of the 185½ miles now offered for contracts, are heavy cuttings and fillings, and the whole line very desirable work: the light gradings being, mostly from side burrowing: the line occupies the high, rolling and healthy country intermediate between the Mississippi and Tennessee rivers, by both of which rivers easy access can be had to all points of the work, by an average land travel of 12 to 40 miles. Within a short time after this letting, 39 miles more and the last of the main road will be ready for contract, together with about 100 miles of branch roads.

The attention of Contractors is invited to the work, Obeon, described as most advantageous for their profitable employment, in consequence of the alluvial character of the country, low price of provisions and animals, and a very temperate and salubrious climate.

JOHN CHILDE,
Chief Engineer and General Agent.
New York. January 28, 1853.

PATENT
Locomotive Steam Cylinder
BORING MACHINE
AND FOR OTHER PURPOSES.

THIS Machine enables the Cylinders to be re bored without moving them from their places, thereby saving a great expense. We refer to Nashua & Lowell, Fall River, Vt. Valley, Vt. and Mass., Old Colony, New York and New Haven, Providence, Hartford and Fishkill, Western, Mass., New York and Erie, Boston and Worcester, Connecticut River, Worcester and Providence, Champlain and St. Lawrence, Boston and Maine and Hudson River Railroads, who have the Machines in use.

For sale by
BRIDGES & BROTHER, Agts.,
64 Courtland St. New York.

January 20, 1853.

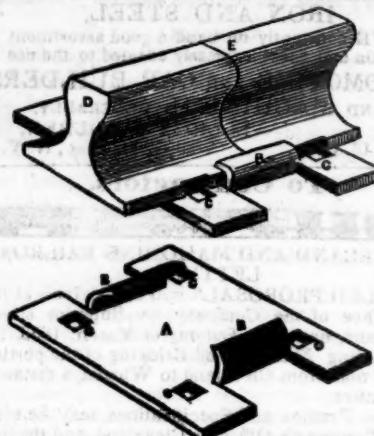
IRON.
Pierson & Co.,

24 BROADWAY, NEW YORK,
KEEP on hand a large and general assortment of
K ENGLISH and AMERICAN, Refined, BAR,
BOLT, SHEET and SHAFTING IRON, especially
manufactured for LOCOMOTIVE and CAR BUILDERS, and RAILROAD MACHINE SHOPS; also, Boiler Plates and Rivets, Sheet, Cast and Spring Steel.

Locomotive Cranks, Axles, Tires and Tire Bars, of the B. O. LOWMOOR, and other approved makes, imported to order on the most favorable terms.

February 14, 1853.

The American Railroad Chair
Manufacturing Co.
IN POUGHKEEPSIE, N. Y.,



ARE prepared to make WROUGHT IRON RAIL ROAD CHAIRS, of various sizes, at short notice.

By use of the WROUGHT IRON CHAIR, the necessity of the wedge is entirely done away—the lips of the chair being set, by means of a sledge or hammer, close and firmly to the flange of the rail.

The less thickness of metal necessary in the Wrought Iron Chair gives much greater power and force to the spikes when driven—and consequently a much less liability to the spreading of the rails by reason of the spikes drawing or becoming bent.

The less weight necessary in the Wrought Iron Chair, will enable us to furnish them at a cost much below that of CAST IRON CHAIRS.

Our Chairs are made from Ulster Iron, the quality of which is well known. Our Chairs are made by machinery, and formed over a die, consequently all are uniform and alike.

Our Chairs are in use on the following Roads, viz: Syracuse and Utica, Chester Valley, Penn., Buffalo and Rochester, Tioga, " Northern, Norwich and Worcester, Montreal and New York, Kings Mountain, S. C., Kennebec and Portland, Columbia and Granville, Plattsburg and Montreal, Buffalo, Bayou Brazos and Chicago and Rock Island, Colorado, Texas, Milwaukee and Miss., Panama, and others.

For further information address,
N. C. TROWBRIDGE, Secretary,
Poughkeepsie, N. Y.

January 1, 1853.

To Contractors.

HENDERSON AND NASHVILLE R. R.

SEALED bids addressed to the President of the Henderson and Nashville Railroad Company, at Henderson, Ky., will be received and are invited until the 1st day of April, 1853, for the construction of that part of said road running from the town of Henderson, by the way of Madisonville and Hopkinsville, to Trenton, Todd county, Ky., in all about eighty-three miles. The bids may be made out on either or any of the following basis—

1. For the grubbing and grading, including the ditching, draining, cuts, fills, culverts, bridges and turnouts complete, ready for the wooden superstructure, of any one or more sections of the Road.
2. The same with the addition of the wooden superstructure ready for the iron rails.
3. The same with the iron rails, chairs, etc., ready for the rolling stock, including broken stone or gravel ballasting.
4. The same with the depots, wood and water Stations, Engine and Car-houses, offices, etc., complete for use, or
5. Bids will be received as above for the construction of the entire Road, on the following basis:—
1. For the grubbing and grading, including ditching, draining, cuts, fills, culverts, bridges and turnouts complete, ready for the wooden superstructure.

2. The same with the wooden superstructure.
3. The same with the iron rails, chairs and broken stone or gravel ballasting, ready for rolling stock, including wood and water stations, etc.
4. The same with the full equipments of rolling stocks, depots, wood and water stations, Engine and Car houses and shops, offices, etc., complete, and the whole road and its equipments perfect and ready for use.

Complete drafts, maps and profiles of the Road from Henderson, via: Madisonville and Hopkinsville to Trenton, together with plans, estimates and specifications of the work, may be seen by persons disposed to bid for the whole or any part of it at the Henderson and Nashville Railroad Office, in Henderson, Ky., on and after the 1st day of March, 1853. Bidders will please give their Post Office address in their proposals.

In consequence of the inclemency of the season, the high water, and other circumstances, making it in the opinion of the Board of Directors, impossible for our skillful and energetic Chief Engineer, Wm. Bewley, Esq., to execute fully the locating surveys of our Railroad in time for us to exhibit the maps, profiles, plans, estimates, etc., on the 1st day of March, 1853, as stated in our original advertisement, we have determined to make a change in our advertisement, lest Contractors should be deceived, and we now say that the maps, profiles, plans, estimates, etc., of our Railroad, will be ready for exhibition to Contractors at any time between the 10th day of April and the 10th day of May, 1853, within which time bids will be received, and that our original advertisement is thus far changed.

Any further or more detailed information asked either orally or by letter will at any time be cheerfully given.

By order of the Board of Directors of the H. & N. R. R. Co.

ED. H. HOPKINS, President.
Henderson and Nashville R. R. Co.

Wilkinson's
EXPLOSIVE
RAILWAY SIGNAL,

For sale by

BRIDGES & BROTHER,
64 COURTLAND ST., N. Y.

THE EXPLOSIVE RAILWAY SIGNALS are similar to those used in England, and from experience are found to be much better. They are so constructed that the movement of an Engine over them at any speed, will cause an explosion that cannot be mistaken. In the night, from this same cause, there will be a bright flash, which will be so vivid that it cannot be passed unnoticed.

This will be found to be one more preventive of collision. It is often the case that during a fog or snow-storm, a train cannot be warned of its danger by a flag or lantern, and in such instances they are invaluable.

They are impervious to water, and will keep their explosive property any number of years. They can be handled and carried with safety, it requiring a heavy blow to explode them.

January 20, 1853.

Gerard Ralston,
21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE
PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,
And for the Purchase and Inspection of
Railroad Iron, Chairs, or
any kind of Machinery.

REFERENCES:
Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co., London.
" Curtis, Bouve & Co., Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq., Philadelphia.
C. C. Jamieson, Esq., Baltimore.

39

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

A. N. GRAY, Cleveland, O.
RECEIVER AND FORWARDER of Railroad Iron, Chairs and Spikes.
Also, Cars, Locomotives, and all kinds of Machinery for Railroad purposes.
Office next door to the Custom House, Main st.
January 12, 1853.

R. Groves & Sons,
SHEFFIELD, ENGLAND,
MANUFACTURERS OF

WARRANTED Cast Steel of superior quality for Tools, Machinery and Engineering purposes. Single and Double Shear, Blister, German, Spring and Sheet Steel of every description; also, Cast Steel Files of high reputation, specially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.

Corporate mark 

CHAS. CONGREVE, Agent,
58 Maidenlane, New York.

Stocks of the above goods constantly on hand.
January 12, 1853.

SISCOE BLAST FURNACE For Sale.

THIS FURNACE, situated in Westport, Essex Co., N. Y., on Lake Champlain, is capable of producing 3000 tons Pig Iron per annum. It is blown by a powerful steam engine, and another engine raises the stock, etc., etc. There are eight Kilns, which can make 500,000 bushels Charcoal per annum, connecting by Railroad with the Furnace, and nearly an acre of sheds for seasoning wood. One large Brick Mansion House, with excellent Farm, one Brick Cottage, seventeen Houses for workmen, commodious Blacksmiths' and Carpenters' Shops, etc., etc., and about 1500 Acres of Land. The Furnace is situated on a large and convenient Dock; Wood for making Charcoal can be obtained cheaply in the neighborhood, and Anthracite coal from Rondout can be delivered at low rates. By the proposed Ship Canal from Lake Champlain to River St. Lawrence, coal could also be brought with great facility from Erie. The rich Magnetic Ore of Essex County, particularly that from the famous Port Henry Bed, can always be procured cheaply and in great abundance. The property will be sold on reasonable terms. Inquire of Messrs J. & L. TUCKERMAN, 69 West street, New York, or of F. H. JACKSON, No. 5 Liberty Square, Boston. 1m2

LOW MOOR IRON.

W.M. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York, Sole Agent in the United States and Canada for the Lowmoor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which he now has in store, and which for strength, soundness and uniform quality, stands without a rival.

Superior Cast Iron Gas and Water Pipes.

THE Subscriber is prepared to contract for the supply of CAST IRON PIPES required by Gas or Water Companies, Corporations, etc., delivered in any Seaport in the Union, on reasonable terms. These Pipes are cast on the most approved principle by the best Founders in Scotland, from a superior quality of Pig Iron remelted, are guaranteed to resist a pressure of 300 lbs. to the square inch, or greater if necessary, and to be soft enough to drill easily and freely. Full information regarding price, and references to parties in the United States now using the Pipes, can be obtained on application to the Agent in New York.

WILLIAM ROY, Junr.,
21 Renfield st., Glasgow,
Scotland.

J. M. EADIE, Agent,
26 Front st., New York. 1y50

Railroad Iron.

2000 TONS Railroad Iron, weighing about 59 lbs. per yard, "Erie" pattern of G. L. and "Crawshay" manufacture, now on the way from the shipping ports in Great Britain to this port, for sale by P. CHOUTEAU, Jr., SANFORD & CO., No. 51 New street.

December 4, 1852.

SIMEON DRAPER, No. 46 Pine-st., offers for sale, a variety of RAILROAD BONDS and STOCKS; also CITY, TOWN and COUNTY BONDS, among which are—

1st Mortgage Convertible Bonds:

		Payable in
7 per ct.—Buffalo, Corning and New York R.R.	New York, 1867	
7 per ct.—Western Vermont R.R.	" 1861-71	
7 per ct.—Tioga R.R.	" 1872	
8 per ct.—Peoria and Oquawka.	" 1863	
6 per ct.—Maysville and Lexington.	" 1870	
6 per ct.—Dauphin and Susquehanna Coal Co.	" 1877	

1st Mortgage Bonds:

7 per ct.—Corning & Bloomsburg.	" 1873	
7 per ct.—Buffalo and New York City.	" 1866	
7 per ct.—Mansfield & Sandusky	" 1860	
7 per ct.—Toledo, Norwalk and Cleveland.	" 1861	
7 per ct.—Vermont Valley.	" 1861	
7 per ct.—New Jersey Central.	" 1860-70	
7 per ct.—Brunswick Canal Co.	" 1857	
7 per ct.—Troy and Bennington, Troy, N.Y.	" 1862	

Also, second mortgage bonds of many of the above companies, and—

7 per ct.—Saratoga & Washington R.R. bonds.	New York, 1862	
7 per ct.—Troy and Boston.	" 1864	
7 per ct.—Muscogee Railroad.	Savannah, 1862	
7 per ct.—Huron and Oxford.	New York, 1862	
10 per ct.—Mansfield and Sandusky R.R. Co.	" 1855-57	
7 per ct.—Township of Portland, Ohio.	" 1862	
7 per ct.—City of Dayton, Ohio, guaranteed by Mad River R.R.	" 1861	
10 per ct.—City of Keokuk, Iowa.	Keokuk, 1863	
7 per ct.—Town of Huron, Erie county, Ohio.	Huron, 1861	
7 per ct.—Town of Newark, O.	New York, 1860	
10 per ct.—City of Milwaukee.	" 1857	
7 per ct.—State of California.	" 1862-72	
7 per ct.—Mortgage bonds of the Atlantic Steamship Co.	" 1855	
12 per ct.—Improvement Scrip of the State of Wisconsin for improvement of Fox River.	" 1862	

Troy and Rutland railroad Stock, with guarantee of 4 per cent. dividend and one half surplus profits of this and Rutland and Wash. R. R.

Rutland and Whitehall Stock, with guarantee of 7 per cent. dividend by Saratoga, and Washington Railroad.

Stock in the Western Vermont R. R. Co.
Stock in the Mad River R. R. Co.
Stock in the Buffalo, Corning and New York R. R. Co.

Stock in the Mansfield and Sandusky R.R. Co.
Stock in the Chemung R. R. Co.

Stock in the Southern Bank of Kentucky.
Stock in the New York and Virginia Mail Steamship Company, paying 20 per cent. dividends.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,
Consulting Engineer, 64 Broadway.

Aug. 28, 1852. 4m*

A. Whitney & Son, PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

To Railroad Companies, Car Builders, Machinists, etc.

SINGER, HARTMAN & CO.,
SHEFFIELD IRON AND STEEL WORKS,
PITTSBURG, PA.

Warehouse Nos. 149 Water, and 140 Front sts.

HAVING completed their arrangements for manufacturing Car and Locomotive Axles, Piston Rods, Wrought Iron Shafting, etc., either hammered or rolled, are prepared to offer inducements as to quality and price. They also manufacture Boiler Plate and Rivets,

Railroad and Boat Spikes,
Car and Locomotive Springs,
" " Spring Steel,
Solid Box Vices, etc., etc.

15t7*

Brass Tubes for Locomotive & Marine Boilers.

THE undersigned, having been appointed agent for the highly respectable manufacturers, Meares, Allen, Everett & Son, of Birmingham, is prepared to take orders for Brass Tubes of all diameters for Marine and Locomotive Engines, which will be supplied on the most favorable terms, and from the established reputation of the above Firm for superior quality and workmanship, he has no doubt entire satisfaction will be given. These Tubes are found to answer well, and are now in most general use in England, they last much longer than iron, and when worn out, realize fully half the amount for old metal. For further particulars and inspection of patterns, please apply to JOHN H. HICKS,

Jan. 27, 1853. 90 Beaver st.

The Cold Spring Iron Works, INCORPORATED IN 1848.

IN the Town of Otis, County Berkshire, Massachusetts, manufactures CAR AXLES, and all kinds of WROUGHT IRON used in the manufacture of LOCOMOTIVES and CARS; also, BAR IRON of all descriptions. Particular attention is paid to the manufacture of CAR AXLES, and the Works being situated in a region of WOOD and CHARCOAL, with which their Axles are exclusively made, the Company feel confident they can furnish an article equal, if not superior, in quality and finish to any in the market. They solicit the orders of RAILROAD CORPORATIONS and CAR BUILDERS, and promise they shall be promptly attended to: and executed on terms as advantageous as can be had elsewhere.

They refer to—

John Kinsman, Esq., Superintendent Eastern Railroad, Salem, Mass.
A. T. Pelce, Esq., Car Builder, Norwich, Conn.
E. T. Osborn, Esq., Superintendent of the Mad River and Lake Erie Railroad, Sandusky City, Ohio.
W. W. Wetherell, Car Builder, " " Address HENRY MELLUS, Agent, Boston, Mass.
or, GEO. W. PRESCOTT, Sup't. Otis, Mass.

November, 12, 1852. ly

Toledo, Norwalk and Cleveland Railroad.

OPEN through, completing the last link in the chain of Railroads between New York, Boston, Philadelphia, Baltimore, Washington City and Chicago.

On and after Monday, February 7, 1853, Passenger Trains will run daily (Sundays excepted) as follows:

Leave Toledo at 9 A. M. and 10 P. M.

Leave Cleveland at 9:20 A. M. and 9 P. M.

CONNECTING

At Toledo with trains of Michigan Southern Railroad, for Chicago and the West.

At Bellevue with trains of Mad River and Lake Erie Road, for Sandusky City, Dayton, Indianapolis, Cincinnati, etc.

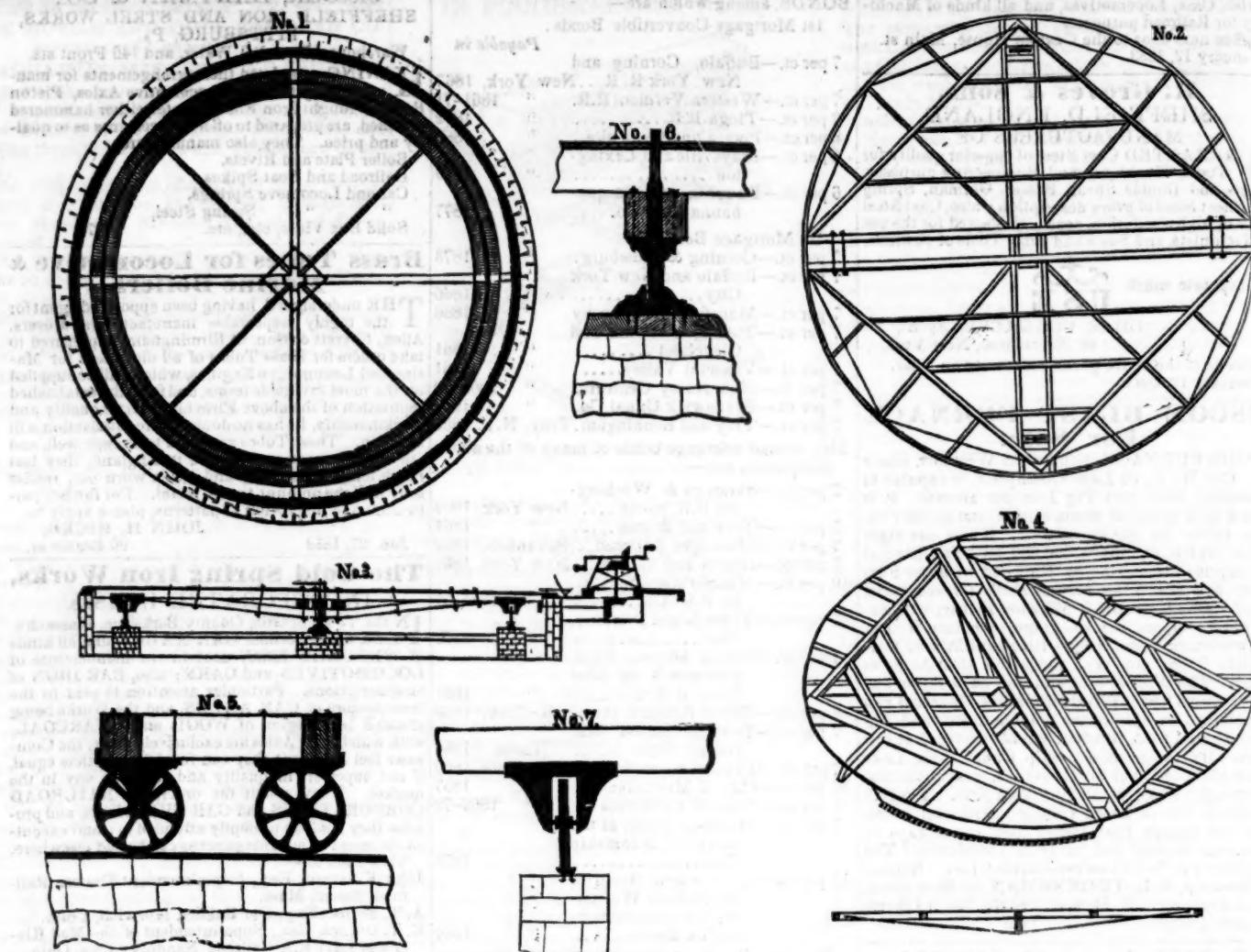
At Monroeville with Mansfield and Sandusky City Road, for Sandusky City, Shelby Junction, Columbus, Newark and Zanesville.

At Grafton with Cleveland, Columbus and Cincinnati Road, for Shelby Junction, Columbus and Cincinnati.

At Cleveland with Lake Shore Road, via Dunkirk, for New York and Boston, via Buffalo, for New York and Albany and for Western Road and Boston, with Cleveland and Pittsburg Road for Pittsburg, Wheeling, Philadelphia, Baltimore, & Washington City.

E. B. PHILLIPS, Sup't.
Office T. N. & C. R. R.,
Norwalk, O., Feb. 2 1853.

CARHART'S IMPROVED TURNTABLE.



THIS TURNTABLE, together with an Engine and Tender of 30 tons weight, is capable of being turned by **ONE MAN** in 25 SECONDS.

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guaranteed to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly \$1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in Iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars,

or inquire into the practical utility of the Table as tested for the last four years, they are respectfully referred to the

Hudson River R. R. Co.,

S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.

O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.

J. Durand, Esq., Sup't of Cleveland and Pittsburgh R. R.

Wm. E. Furgason, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.

A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.

Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level

and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

Fig. 2, shows the Carcass Framing.

Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.

Fig. 4, gives a perspective view of the rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address

D. M. CARHART,
Cleveland, Ohio.

February 14, 1853.

LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York.

CAUTION.

RAILROAD Companies, and the public generally are hereby cautioned against purchasing Richardson's Patent Oil Cups, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to.

E. DEWOLFE, Jr.

Oct. 2, 1852. ly*

To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of Instruments for Field and Office use.

JAS. PRENTICE,
Feb. 9 1853.

315 Broadway, N. Y.

Railroad Iron.

2000 TONS, weighing about 55 lbs. per yard, now on the way from Great Britain to New Orleans, for sale by

P. CHOUTEAU, Jr., SANFORD & CO., No. 51 New street.

December 4, 1852.

Wm. Swinburne,

LOCOMOTIVE ENGINE BUILDER, Paterson, N. J., is prepared to execute orders for Freight and Passenger Engines; also, Tenders, Wheels, Axles, Boilers and Railway Machinery in general, with all the modern improvements, etc.

6tf

Krupp's Prussian CAST STEEL AXLES. THESE Axles have never been known to break. How many more victims are to be sacrificed before their use becomes universal?

THOS. PROSSER & SON, Sole Agents, 28 Platt st., New York. New York, Feb. 7, 1853.